VOL. CCXXXI, No. 3011
TWO SHILLINGS AND SIXPENCE

Fit "TripleX"- and be safe
Reg'd

THE SPHERE
With which is incorporated "BLACK & WHITE"
DECEMBER 14, 1957

The SPHERE

with which is incorporated The GRAPHIC

— THE WORLD'S NEWS IN PICTURES

IN THIS ISSUE—

PORTUGAL TO-DAY

A SPECIAL ILLUSTRATED SECTION

EL TROVADOR
JAMAICAN CIGARS
FABRICA DE TABACOS
EL
TROVADOR
JAMAICA

GET
YOUNGER
EVERY DAY
William Younger's Ales & Stout

BY APPOINTMENT TO HER MAJESTY THE QUEEN TOILET SOAP MAKERS
Bronnley
QUALITY SOAPS
BY APPOINTMENT TO HER MAJESTY QUEEN ELIZABETH THE QUEEN MOTHER TOILET SOAP MAKERS

"King George IV"
OLD SCOTCH WHISKY
THE DISTILLERS AGENCY LTD. EDINBURGH · SCOTLAND

THE WELL BALANCED LIQUEUR
COINTREAU
Extra Dry
Sole Importers
W. Glendenning & Sons Ltd.
Newcastle upon Tyne 6

TRADE MARK
BEER AT ITS BEST
TENNENT'S
LAGER
ENJOYED THE WORLD O'ER
J. & R. TENNENT LTD · WELLPARK BREWERY · GLASGOW

Avoid colds-breathe
VAPEX
inhalant
TRADE MARK
From your chemist
A drop on your handkerchief by day and on your pillow by night will give you 24 hour protection. The value of VAPEX has been proved in every epidemic during the last thirty years.
From your Chemist 3/-

PARIPAN LTD
BRITISH MADE
PARIPAN Dryfast ENAMEL
PAREMUL Emulsion PAINT
PARIMAT Steamproof FINISH
1 SHERWOOD STREET, PICCADILLY CIRCUS, LONDON, W.1

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
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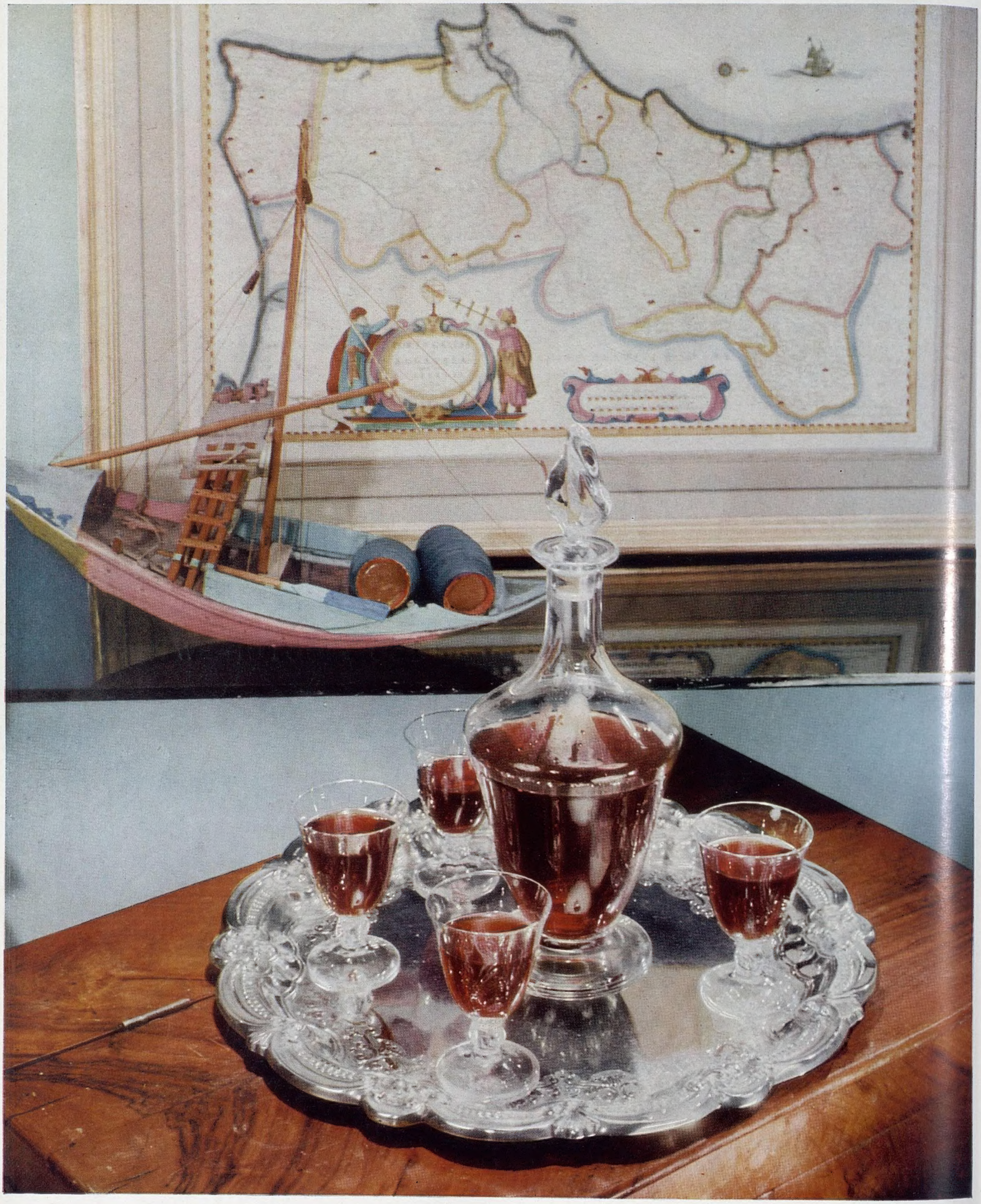
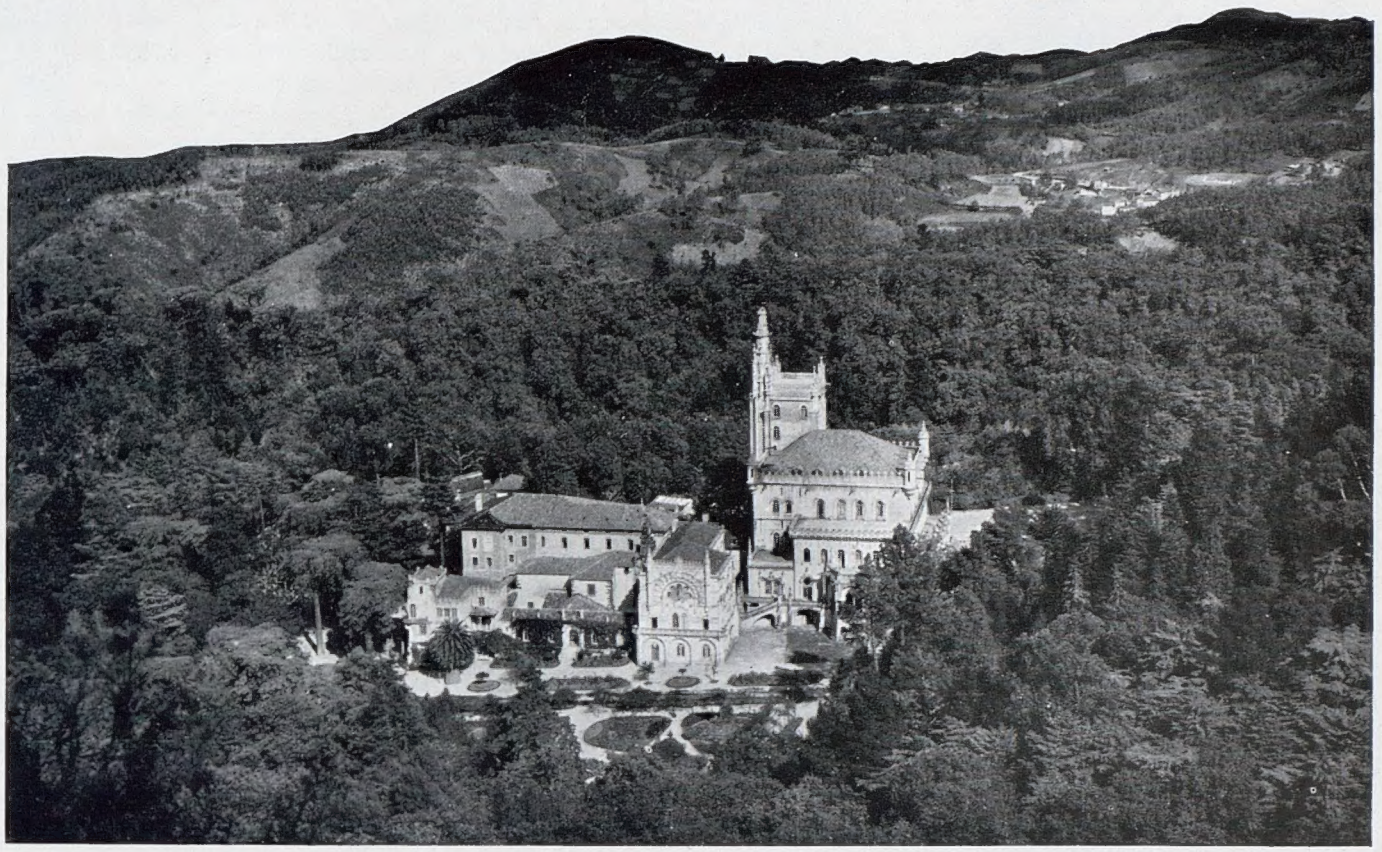
PRICE 2/6

For genial hospitality...



There's no Wine like PORT

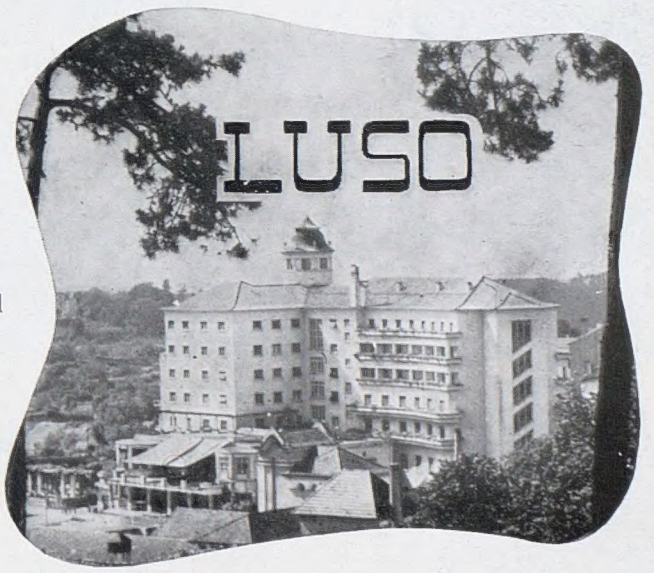
the Paradise of Pleasure and Repose



Truly
One
Of the
Wonders
Of the
World

BUSSACO

The majestic forest of Bussaco in awesome beauty has inspired comments from many international visitors. Enclosed by a 7-ft. wall, the forest unveils splendid century-old oaks and cedars mingling with exotic flora carried to the wooded garden from all parts of the world. Like a fairy castle rising from the immensity of the forest, the Palace Hotel of Bussaco at a height of 1,254 ft. offers a royal seclusion for even those of moderate means. With its captivating Manueline architecture of the sixteenth century, the Palace, originally built as a summer residence of the Portuguese kings, contains 200 rooms of utmost comfort and varying styles.
Perfect organisation in a superb magical setting is the delightful presentation of this exquisite locale. Bussaco, by rail, is 2 hours from Oporto, 4 hours from Lisbon, 12 hours from Madrid, 30 hours from Paris and 37 hours from London.



In the midst of abundant vegetation and gardens of multi-coloured flowers, the beneficial Hot Springs of Luso, together with the ideal climate and temperature of the region, provide a specialised radio-active treatment for ailments such as rheumatism, high blood pressure, arthritis, etc.

The great spa of the fertile region of Bairrada lives up to its name in the treatment of illnesses of the urinary apparatus as well as articulatory gout and hypertension. Curia is complete with an Olympic-size swimming-pool with running water and complete sports installations of all types. Comfortable hotels and boarding-houses offer reasonable prices and the guests are entertained throughout the thermal season with a variety of interesting festivities. Curia is the ideal starting-point for all sorts of excursions to the middle of the country as well as a most engaging resort for treatment, pleasure and rest.

For further information, consult the:
CASA de PORTUGAL—London; CASA de PORTUGAL—New York; CASA de PORTUGAL—Paris; SOLAR de PORTUGAL—Brussels; CENTRO PORTUGUES DE INFORMACOES—Geneva; CENTRO PORTUGUES DE INFORMACOES—Rome; SECRETARIADO NACIONAL DA INFORMACAO—Lisbon.

I *would* like just one

of these marvellous presents for Christmas

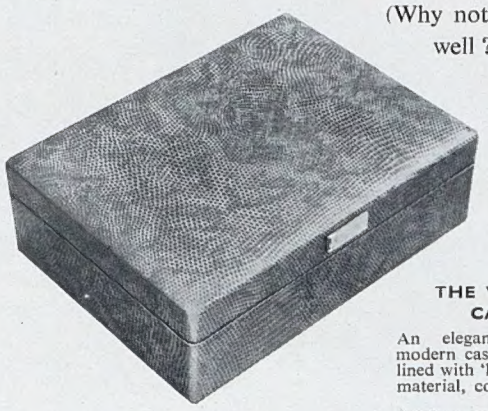
. . . and no wonder ! Everyone appreciates State Express 555—dearest friends and nearest relatives alike. There 's a wide choice of gifts, from handsome tankards to presentation caskets, so give State Express this Christmas and wait for the applause.

(Why not treat yourself as well ?)

GREETINGS PACKINGS

Colourful outers with a picturesque illustration of seasonable character.

50 State Express 555 10/10
100 State Express 555 21/8



THE WELWYN CASKET

An elegant and stylish modern casket covered and lined with 'lizard skin' effect material, containing

100 State Express 555 35/-

THE 'DICKENS' JUG

In beautifully ornamented pottery, with characters from Dickens modelled in relief on either side. Colourful and decorative and containing an airtight tin of

50 State Express 555 28/6

ENGLISH PEWTER TANKARDS

Made in Sheffield in hammered finish, with the traditional glass base, containing an airtight tin of

50 State Express 555 Cigarettes
½ pint Tankard 29/-
1 pint Tankard 38/-

These delightful Presentation Packings are stocked by all good tobacconists and stores.

STATE EXPRESS 555

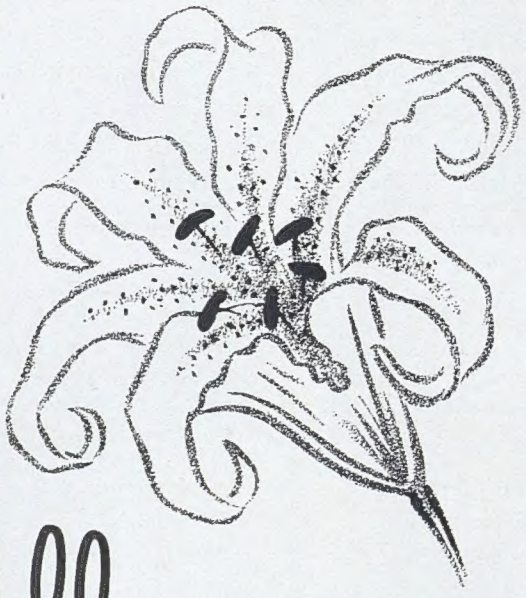
The Best Cigarettes in the World

THE HOUSE OF STATE EXPRESS, 210, PICCADILLY, LONDON, W.1.

BY APPOINTMENT TO HER MAJESTY THE QUEEN
STATE EXPRESS
CIGARETTE MANUFACTURERS
ARDATH TOBACCO CO. LTD

ASK FOR

"Lilly BY ITSELF"



and you will enjoy an apéritif with an authentic french accent

LILLET

Pronounced "Lilly" by the Anglais, this truly Gallic apéritif is sweeter than dry, yet drier than sweet. Accordingly it makes an irresistible appeal to the British taste for compromise! Enjoy it by itself—or with soda if you like to prolong the pleasure. (Iced, of course).

Travel

SHAW SAVILL . . .

SOUTH AFRICA AUSTRALIA & NEW ZEALAND

and 'Round the World as well

Travelling Shaw Savill you can go by First Class only or Tourist Class only ships, via The Cape or via Panama. And if you want to circle the Globe on one ship, the Tourist Class "SOUTHERN CROSS" makes four Round-the-World voyages each year.

Off-season fares

First Class only, are available 1st March—30th June, 1958.

Apply to your local Travel Agent or to: **SHAW SAVILL LINE**

Passenger Office: 11A LOWER REGENT STREET, LONDON, S.W.1.

Telephone: WHItehall 1485

For very particular people . . . B.O.A.C. of course

Fly to U.S.A. or Canada on business or pleasure at reduced fares

Day in and day out, the year around, B.O.A.C. offers you the finest service in the finest, fastest airliners from the U.K. to New York, Chicago, Detroit, Boston, San Francisco and Montreal. And now there is the added attraction of special reductions on transatlantic fares. For example . . .

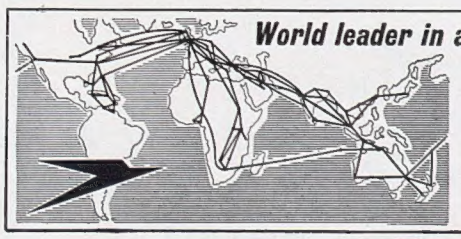
15-DAY TOURIST EXCURSIONS . . . allow you 15 complete days on the other side of the Atlantic—save you nearly £35 on the normal Tourist Class return fares.

FAMILY FARES PLAN (until 31st March) . . . big savings are possible if you travel together as a family.

B.O.A.C. operates express services to U.S.A. and Canada with superb *DC-7C* airliners (fully-reclining sleeper-seats for all de Luxe passengers). Also super-luxury *Stratocruiser* "Monarch" services London-New York direct. Other de Luxe, First Class and Tourist services to Bermuda, the Bahamas and the Caribbean.

£100 DOLLAR ALLOWANCE FOR U.S.A. AND CANADA
Pay your fare in sterling—spend the full dollar allowance on your holiday.

Consult your local B.O.A.C. Appointed Travel Agent or B.O.A.C., Airways Terminal, Victoria, S.W.1 (VIC 2323); 75 Regent Street, W.1 (MAY 6611); or offices in Birmingham, Leeds, Manchester, Liverpool and Glasgow (see your Telephone Directory for details).



World leader in air travel

B·O·A·C

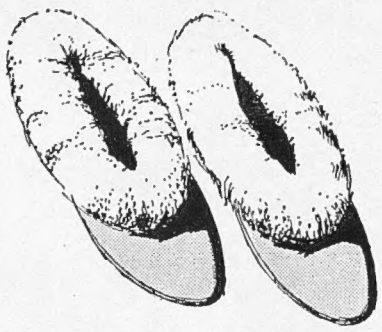
takes good care of you

Remember – it costs no more to fly by B.O.A.C.

BRITISH OVERSEAS AIRWAYS CORPORATION

*2

Christmas Gifts



LADIES' SUEDE SLIPPERS

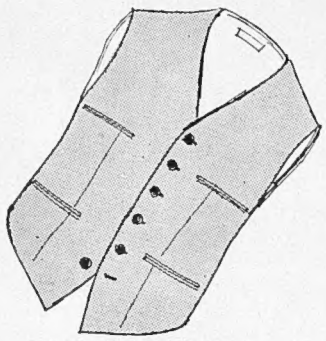
Soft sole, pure sheepskin lined, dark blue, red or tan, £2.2.0 *Postage and Packing* 1/6

OVERNIGHT BRIEF-CASE

For the smart traveller, golden aniline hide £6.0.0 *Postage and Packing, Free.*

DRESS SETS

In presentation cases, sterling silver with mother-of-pearl centre, full set, £3.3.0 Half set, £2.2.0 *Postage and Packing* 9d.



SPORTS WAISTCOATS

Tailored in various checks and plain colours, fawn, maroon, green, yellow and grey. Please state height, chest and waist measurements. £5.5.0 *Postage and Packing, Free.*

☆ *Illustrated Christmas Catalogue free on request.*

MOSS BROS
& CO. LTD
OF COVENT GARDEN W.C.2
THE COMPLETE MAN'S STORE

NEAREST STATION — LEICESTER SQUARE · TEMPLE BAR 4477

Cruise in the Sun

with ROYAL MAIL to the Mediterranean and Northern Capitals next year

MAY 23	*Ceuta, Naples (for Rome), Venice, Dubrovnik and Barcelona.*	**21 DAYS**
JUNE 14	*Palermo, Phaleron Bay (for Athens) and Lisbon.*	**15 DAYS**
JUNE 30	*Norwegian Fjords and Northern Capitals.*	**18 DAYS**
JULY 19	*Gibraltar, Villefranche, Messina (for Taormina) and Palma.*	**13 DAYS**
AUGUST 2	*Ceuta, Naples (for Rome) and Barcelona.*	**14 DAYS**
AUGUST 17	*Palma, Istanbul, Phaleron Bay (for Athens) and Lisbon.*	**19 DAYS**

Christmas and New Year Cruise

DECEMBER 20	*Teneriffe, Madeira, Casablanca and Lisbon.*	**14 DAYS**

Excellent Cuisine enjoyed at leisure—spacious Dining Saloons accommodate all passengers at one time.
'ANDES' is equipped with anti-roll stabilisers for greater comfort.

Details from your local Travel Agent or
ROYAL MAIL LINES
Royal Mail House, Leadenhall Street, London, E.C.3
America House, Cockspur Street, London, S.W.1

I ask for **GRANT'S** *-do you?*

Welcome Always — Keep it Handy

GRANT'S
MORELLA
CHERRY BRANDY

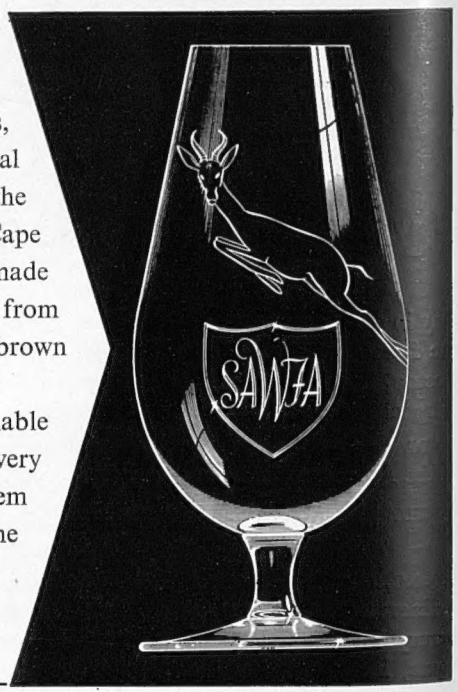
QUEEN'S SPORTSMAN'S Sweet dry

Sherries

from **SOUTH AFRICA**

Acclaimed by the discerning

The greatest wine experts have praised the quality and flavour of fine South African Sherries, produced under the traditional Solera system and matured in the incomparable climate of Cape Province where wine has been made for 300 years. There is a selection from light, dry Sherries to full rich brown to please every discerning palate. South African Sherries are obtainable from good wine merchants in every part of the Country—try them yourself and agree with the experts.



SOUTH AFRICAN WINE FARMERS ASSOCIATION (LONDON) LIMITED.

Like all fishermen, Gerald and Keith are reflective types. They had a lot of questions to ask before they let their father get a new Austin A.35. Can it go fast? It can—over 70 mph on the level. Is it comfortable? It is—that back seat will still be big enough for them both when they're grown up. They even thought to ask about running costs —and agreed that 50 mpg was well within their father's pocket. A quick glance at the boot told them it would take all the tackle and a lot more as well. That clinched it —they got the Austin A.35 (and life was never more fun!).

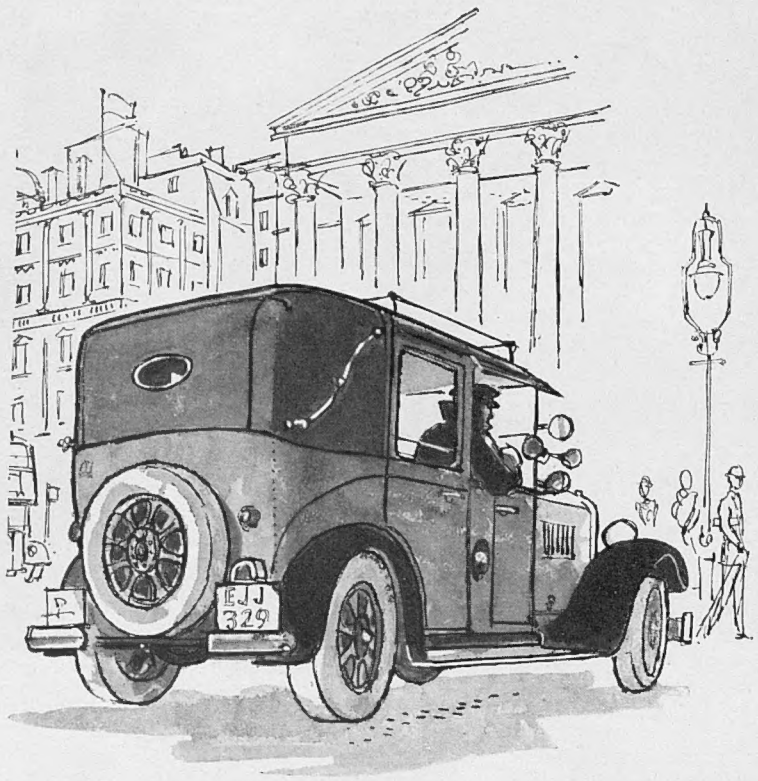
AUSTIN A.35 950cc, 4-cyl. engine. 4-speed gearbox. 2 or 4 doors. Backed by 12-month BMC warranty and BMC Service. From £569.17.0 tax paid.

life's more fun with an Austin A.35

By Appointment to
Her Majesty The Queen
Motor Car Manufacturers
The Austin Motor Company Limited

Buy **AUSTIN** and be proud of it

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM



Taxi to Tokyo-2'6

A man on his first posting to the Far East is a man who needs advice. While you are in Town to collect your tropical suit, look in on us.

For the price of a taxi fare, you can save yourself a lot of financial worry. We can give you a preview of social and living conditions wherever you are bound — to Tokyo or Teluk Anson, to Borneo or Bombay. We can advise you on local currencies and monetary regulations. We are, in fact, the largest British bank in the Far East; and the unrivalled service we offer extends to the major trading centres of thirteen Asian countries.

THE

HONGKONG AND SHANGHAI

BANKING CORPORATION

HEAD OFFICE: HONG KONG

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Offices in Europe and the United States and throughout the Far East

PRESENT TIME
AT
HORNE BROTHERS

A delightful slipper in the Venetian cut-away style. Flexible leather soles. Real shearling lined throughout to give it an air of luxury. In brown willow or poppy red **39/9**

HORNE
BROTHERS · LIMITED

415/417 OXFORD STREET, LONDON, W.1. *Branches throughout London and Principal Cities*

57.S.8

PHILLIPS
BRISTOL SHERRIES

BRISTOL MILK
(*Old Golden*)

BRISTOL AMBER (*Medium Dry*)

BRISTOL BUTT (*Brown*)

ROQUITA CREAM
(*Pale Golden, Rich*)

Order from your Wine Merchant or write to us for name of nearest Stockist.

J. R. PHILLIPS & CO. LTD.
BRISTOL, 1.

Established before the Year 1789

REMINGTON

the gift of a lifetime

That's the one! No doubt about it, there's the gift he *really* wants. Finest of them all—a REMINGTON.
Like most men, he knows a good thing when he sees it. So does she, for this lucky man's happy Christmas is already in the bag.
Happy the man who wakes up to the gift of a lifetime this Christmas morning—and every morning after. Happy the woman who chooses such an outstandingly welcome present.
Distinguished in appearance, superb in performance. From every point of view a REMINGTON Shaver is *the* gift you'll be so proud to give; the gift he'll be so thrilled to receive.

Ladies! *Start dropping your own Remington hints too! Make sure you get a 'Princess' this Christmas—and enter your new age of feminine elegance. The new Remington 'Princess' is the sheerest, surest way to modern grooming—without a shadow of a doubt. Start hinting now!*

REMINGTON
Super 60
DE LUXE
With the world's most revolutionary electric shaver development—
ROLLER-COMB ACTION
to remove 'hidden beard'
Regular Model £10.1.3
(inc. P.T.)
Triple Volt Model £11.1.11
(inc. P.T.)
Or on convenient easy terms

REMINGTON

THE WORLD'S FINEST SHAVERS

The end to a perfect dinner— as decreed by French Law

French Law controls the naming of the finest brandy with extreme severity. It decrees that only brandy originating from the Grande and Petite Champagne districts of Cognac may bear the proud title of *Fine Champagne*.
Remy Martin produce Fine Champagne V.S.O.P. Cognac justly called the "Pride of Cognac". And it is important to you that Remy Martin make *nothing* less good. This means that when you insist on Remy Martin, you are sure to get a really fine brandy . . . genuine Fine Champagne Cognac.

PRIDE OF COGNAC

REMY MARTIN

Riviera of Flowers

"Riviera dei fiori"

ITALY

The Enchanting all-the-year-round Holiday Resorts

SAN REMO
BORDIGHERA
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WILLIAMS & HUMBERT LTD., BODEGAS. JEREZ DE LA FRONTERA, SPAIN
London House: 35 Seething Lane, E.C.3

Winter never comes to MALTA

When you decide you've earned the right to take it easy for a few weeks and to get away from the smog and the damp, enjoy a vacation in sunny MALTA, THE BRITISH RIVIERA, for a Mediterranean holiday in the sterling area. FLY BEA.

MALTA

Write for further details of all the attractions:—
Government Information Officer.
10, Malta House, Haymarket,
London, S.W.1. *Telephone:* TRAfalgar 5033/4
or THE SECRETARY, 62, DEPARTMENT OF INFORMATION AND TOURIST SERVICES, VALLETTA, MALTA

I love

APRY

the liqueur of the ***Apricot***

Made by

MARIE BRIZARD

who also make the perfect Creme-de-Menthe-liqueur of the mint!

The new Super Anti-magnetic Watch by

INTERNATIONAL

SCHAFFHAUSEN

IWC

In Stainless Steel case from £60 . 10 . 0

INTERNATIONAL

INGENIEUR

automatic

This revolutionary new Automatic Watch by the International Watch Co., Schaffhausen/Switzerland, is the timepiece of modern times.

The 21-jewelled movement of highest precision is protected in a double case against the strongest magnetism up to 1000 oersteds and sealed against water and acid.

Ideal for all professional men who require a watch which is fully reliable, accurate and trouble-free under all conditions.

Presented by

WATCHES of SWITZERLAND LTD

See the complete range of models in our showrooms at:—

14a/15 New Bond Street, LONDON, W.1

28 Royal Exchange, LONDON, E.C.3

127a Princes Street, EDINBURGH.

125 New Street, BIRMINGHAM.

69 Lord Street, LIVERPOOL.

15 Market Hill, CAMBRIDGE.

You can judge 'Three Castles' by the company they keep

Ten in the elegant 'Three Castles' slim ten pack—2/2d.
Twenty in a flip-top box—4/4d.

"Three Castles"

like the few good things in life, they cost a little more

T.C.1A

**

WITH
Anglepoise

ANGLEPOISE—that wonderful adjustable lamp of 1001 angles and never-ending uses will delight everyone on your Christmas list—from Mother with her knitting to Uncle in the garage. Every time they use their Anglepoise, they'll thank you and think of you, as it throws its 25 or 40 watt beam from any required position at a finger touch, where it 'stays put', until a new position is needed.

This delightful solution of your what-to-give-this-year problem can be seen at any stores or good electrical shop in 5 colours—Red, Yellow, Cream-and-Gold, Cream and Black, from 97/7. You may like to send for our fully illustrated booklet 53.

If you experience any difficulty write at once to

Sole Makers: HERBERT TERRY & SONS LTD · REDDITCH, WORCS.

'Anglepoise' is registered and the lamp is patented in all countries

TAB0

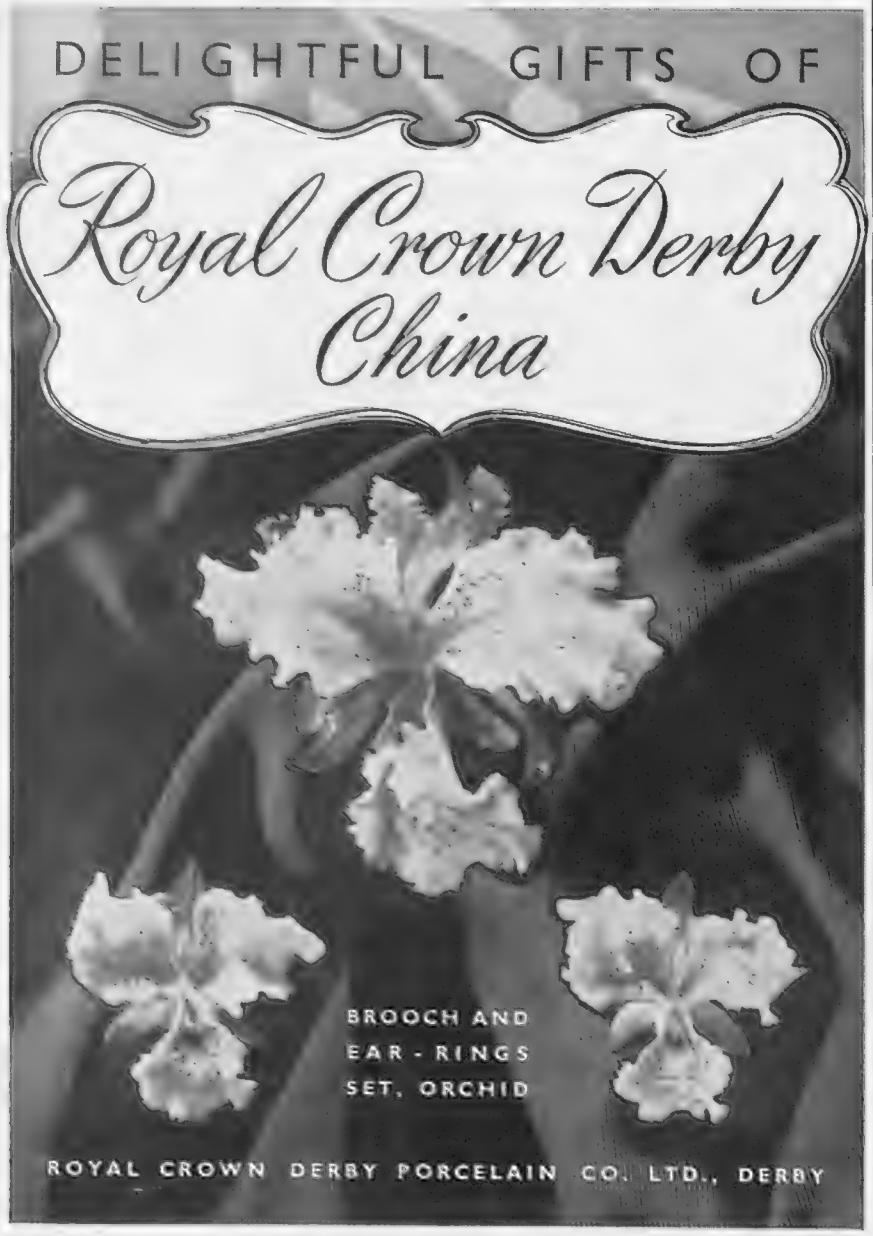
FOR CHRISTMAS

The most welcome gift of all!

20/- bottle · 10/6 half-bottle
Also Magnums 40/-

DELIGHTFUL GIFTS OF

Royal Crown Derby China



ROYAL CROWN DERBY PORCELAIN CO. LTD., DERBY

TAP FLY

LONDON LISBON

LISBON to:
PARIS LUANDA
L. MARQUES
by
LOCKHEED SUPERCONSTELLATION
also
REGULAR CONNECTIONS TO
OPORTO, MADRID, TANGIER and CASABLANCA

Consult your local Travel Agent or

PORTUGUESE AIRWAYS
19, REGENT STREET, S.W.I. · TRAfalgar 6767

Their happiness... your reward

Please help to give a really happy time to over 7,500 children in the care of

DR. BARNARDO'S HOMES

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes," should be sent to 20 Barnardo House, Stepney Causeway, London, E.1.

Why not put the Power Lines Underground?

As part of the programme to provide Britain with power for prosperity, enough nuclear power stations will be built to provide 5 to 6 million kilowatts of power. Work was started in January, 1957, on the construction of the first two nuclear stations for the Central Electricity Authority and on the third in September last.

The search is going on for other nuclear power station sites on the coast and large river estuaries.

To carry power to the industrial areas, to the towns and country, main transmission lines must be built to connect the power stations to supply points feeding the distribution networks. These are the 132,000 volt Grid and 275,000 volt Supergrid lines. They are as necessary as the power stations.

Why, it is sometimes asked, must these main transmission lines be placed above ground, to the possible detriment of the landscape? Why cannot underground cables be used? It is because of the prohibitive cost. Overhead lines operating at 275,000 volts cost about £25,000 a mile. Underground cables for this voltage would cost between £300,000/£400,000 a mile—twelve to sixteen times as much.

Overhead lines are not, of course, peculiar to Great Britain. They are common in all countries of the world for carrying electricity cheaply from the power stations to the industries and communities that need it.

If Britain's prosperity power is to fulfil its purpose, it must be cheap power, and it cannot be cheap without economical transmission and distribution by overhead lines.

The pylons of Britain are the outward sign of a new hope for Britain's future. They bring cheap power to help the farmer increase production. They bring the farmer's wife the cleanliness and convenience of a modern kitchen like this one.

This series of advertisements is being published by the Central Electricity Authority so that everyone will understand the nation's electric power programme and why it is necessary to have not only electric power stations, but also pylons to carry the power where it is needed.

LAND OF SUNSHINE & INDUSTRY

PORTUGAL is an industrious, ambitious country of 835,000 square miles with nearly nine million busy people ! Fine roads, railways and public services back up her main industries, and today Portugal's reputation stands high amongst the world's most progressive peoples for business efficiency, industrial development and good husbandry on the land.

1 & 8 *POWER* Development of hydro-electric plant keeps ahead of industrial progress in Portugal. Two big systems are now in operation: the Zézere, in central Portugal, and the Cávado, in the north. Important developments in power-station construction are under way.

2 & 7 *TEXTILES* This industry absorbs all the raw cotton produced in Portugal's overseas provinces. By capital invested and the labour force employed, this is Portugal's biggest industry. There is a large export trade.

3 *TYRES* Portugal produces her own tyres and tubes and exports her surplus. 250 types of tyres and 72 types of tubes are produced: exports of tyre cloth are also made.

4 *MINING* Amongst the most important mining activities are those connected with the extraction of Wolfram, Tin and Cassiterite, and the processing and production of Ferro-tungsten and Ferro-manganese.

5 *SHIPBUILDING* The naval yards of Lisbon, Mondego, Figueira da Foz, Aveiro and Viana do Castelo are now active with foreign orders and others for Portuguese shipping and Tanker Companies.

6 *PAPER* One of the newest but already prosperous industries: the exports of newsprint and kraft paper mount year by year, in addition to meeting Portugal's home market demands for other paper products.

9 *ROSIN* Where the Portuguese pine abounds (*Pinus maritimus*), the production of colophon and turpentine is an old-established industry. One distillery is reputed to be the world's largest.

10 *OIL REFINING* Portugal's first refinery is well established: a second is being constructed in Angola. Successful prospecting in this region promises further development: meanwhile, the Portuguese Tanker fleet is being enlarged.

11 *ELECTRIC APPARATUS* Production of electrical equipment covers a wide range of products, such as motors, transformers, cables, telephone apparatus and circuit-breakers. A considerable amount is exported.

12 *CORK* 25,000 men are employed in Portugal's cork factories, producing all types of cork products from cork for bottles to cork-board for insulation. Cork constitutes, in value, the largest Portuguese export.

13 *CEMENT* All types of cement and allied manufactures are produced in quantities which permit considerable exports.

14 *CANNED FISH* Portuguese Sardines are known everywhere and, together with Tunny, Anchovies, Mackerel and other varieties, this industry has attained great importance for the national economy.

ALL ENQUIRIES SHOULD BE MADE TO THE PORTUGUESE STATE INFORMATION AND TOURIST OFFICE, 20 LOWER REGENT STREET, LONDON, S.W.1.

Volume CCXXXI No. 3011 The SPHERE, London, December 14, 1957

The SPHERE

with which is incorporated THE GRAPHIC

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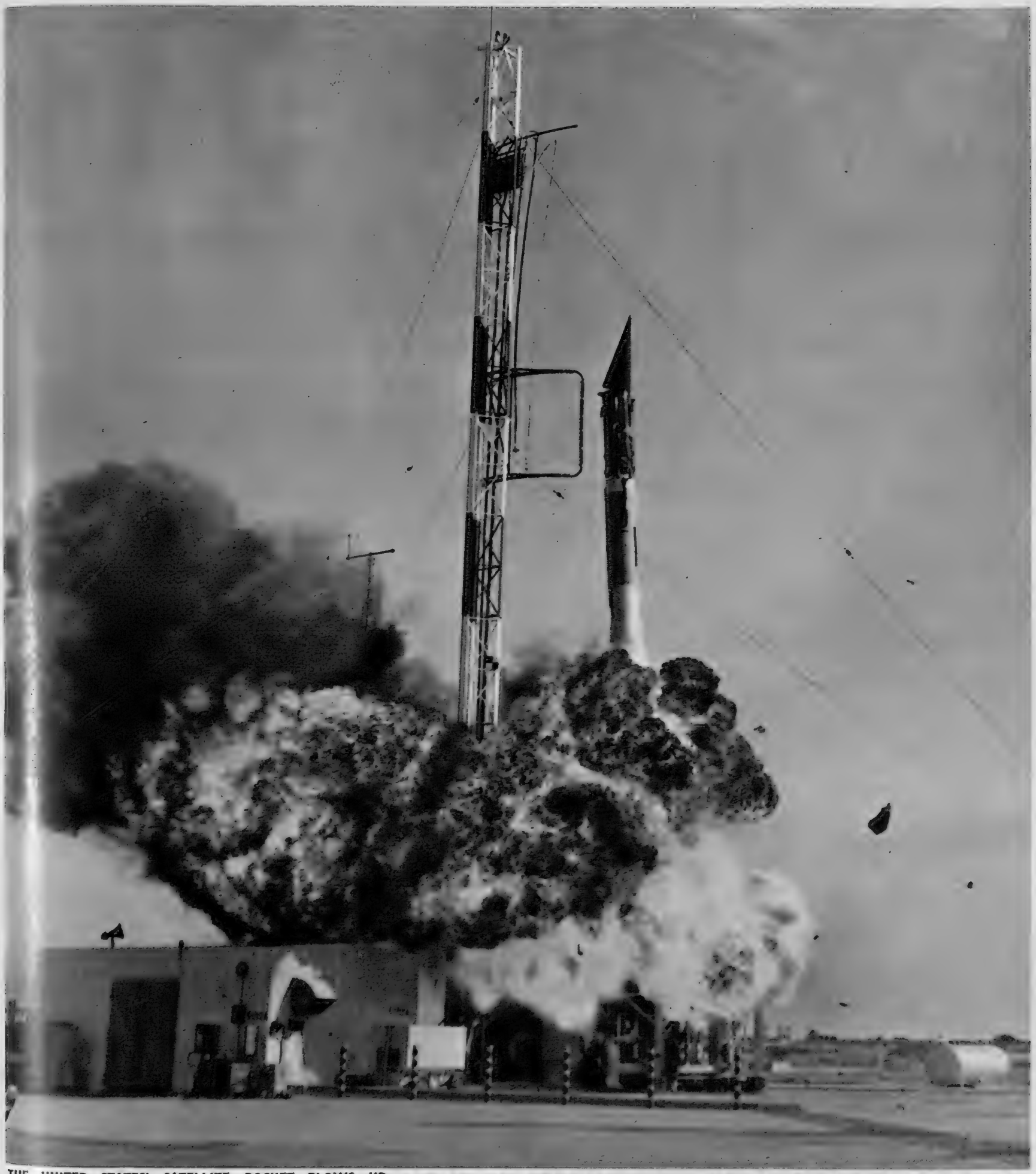

THE UNITED STATES' SATELLITE ROCKET BLOWS UP—FLAMES AND SMOKE BURST FROM THE YANGUARD AT THE ATTEMPT AT LAUNCHING AT CAPE CANAVERAL: *At the head of the rocket the nose cone carrying the small space satellite is breaking off. The picture was taken an instant after the firing button had been pressed on the Florida testing range. In a few seconds a ball of flame some 100 ft. in diameter enveloped the launching site and the entire rocket disintegrated.*

After numerous delays, the firing of the first American space satellite was fixed for Friday last week—and ended in failure. Instead of the 3½-lb. "grape-fruit" size device being shot into the universe on its three-stage Vanguard carrier rocket, there was a violent explosion when the launching button was pressed and in a few seconds huge clouds of smoke and flame were billowing over the testing range. Fortunately, the officials and technicians were all safe in their concrete blockhouse. The official explanation was that the failure was due to loss of thrust in the first stage of the Vanguard. The satellite itself was found unharmed in the nose cone, which had broken off, and it was stated that its mechanism was still working, in spite of the explosion. No attempt was made in America to minimise the blow to the public morale from this failure. While the rocket could not compete in size with the successful Soviet sputniks, it was anticipated that the launching would show that America was progressing rapidly in the development of space satellites. (Further pictures of the Vanguard before and after the explosion are on pages 420-21 and 438-39.)

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 6½d.

A ROYAL DEGREE AT LONDON UNIVERSITY : Princess Margaret receives the honorary degree of Doctor of Music conferred on her by the Chancellor, the Queen Mother. The Public Orator, Professor J. R. Sutherland, said that the degree was being conferred "in the full knowledge that she is herself a connoisseur of music."

THE DECEMBER SALES AT NEWMARKET: Interested spectators Fifty-five horses from the late Aga Khan's stables were 183 lots, making an average of 956 guineas per lot. Th

A London Newslette

195-198, STRAND, W.

British Foreign Policy.—Mr. Selwyn Lloyd certainly set a good example in his recent Party political broadcast. Beyond a bare mention that a great dead Socialist statesman played a big part in organising Western Defence when Russia showed her hand, he acted on the principle that foreign policy should stand above and outside party tactics. He is right, and perhaps he realises also that the listening public has long since grown bored with the party-political broadcast feature which descended to schoolboy *tu quoque* and relied on belittling and pin-pricking the other side. The Foreign Secretary stuck resolutely to his brief, putting over the foreign policy of his Government with any amount of force and of assurance. There is nothing new in it; it offers no hope of a sudden switch from the worst to the best. He relisted the occasions since 1945 when our hopes of good relations with Russia were killed, from the rape of Czechoslovakia and the Berlin blockade to Khrushchev's present apparent return to Stalinism. He argued the futility of summit talks with no agreed agenda and no assurance of unanimity on special items. For Britain, it must be the mixture as before. No whittling down of our own proposals for disarmament. No appeasements and surrender of principles without corresponding compromises from the Kremlin, to be relied on by the proof of actions, not promises. Eternal vigilance, constant willingness to examine any proposal with courtesy and sincerity, and meanwhile, until proof of a real change of heart seeps in from the Eastern windows, to strengthen by all means our Western alliances and our means of defence in the military and economic field, and to hope that, given time, the bulk of the nations East and West will not only accept that our way of life is preferable to the Communist, but will begin to give practical effect to that belief. If Mr. Kennan is right, these are long-term hopes, for they presuppose a re-education of the Kremlin leaders which can hardly cover less than a generation of time.

Kennan's Conclusions. — Certainly, Mr. Lloyd's restatement of British foreign policy seems to suggest the vital need of new ideas and fresh thinking, rather than to rule them out. In the last years, our foreign policy has got us nowhere in this desperate problem. Mr. Kennan's ideas are worth careful study by all nations. He is willing to concede that this race to perfect the total destructiveness of the nuclear weapon has had its deterrent value, since the element of surprise and the suicide-effect of a nuclear world war are now mutual and all-embracing. But he argues that the "satisfactory" *degree* of total destructiveness has now been reached and neither East nor West needs further proof of the insanity of a nuclear world war. Better methods of protection against Communist domination must be found by the West. For some years past, in his opinion, frantic plans for defence against atomic weapons have been mere waste of time and money. No such devices can ever be found. As to concentrating on the tactical atomic weapons and arming more nations with them (leaving aside that the effect of these tactical weapons must produce Hiroshima horrors over wide areas enough), he considers that such an action must result in converting every minor or local conflict in Europe into a major one, and must greatly complicate the problem of Germany and the satellites. Germany, for example, would not relish the withdrawal of American forces from Germany, while thankful to be spared nuclear bases on her territory. Russia has no desire so to arm her satellites. Mr. Kennan sees the East-West problem as a political even more than a military one. He believes that if some sort of general withdrawal of American, Russian and British forces from "the heart of Europe" could be agreed on, the military defences of the West could be better safeguarded, still "under NATO guarantees" (which can only mean the ultimate nuclear deterrent), by conventional territorial forces, primarily intended for internal security, maintained by the European nations individually. He argues that "it is on the front of police realities, not on regular military battle-fields, that the threat of Communism must henceforth primarily be met." There is more danger to the West in Communist infiltration in mufti than in uniform. Without hailing the 1957 Reith lectures as *vox dei*, they contain ideas well worth study by Western statesmen, whose present bag of tricks has got us nowhere a and does not look like doing so in our lifetime.

A Nasty Reminder.—I remember in earlier days of flying often wondering why so little was expressed or felt that bits and pieces from the pl might fall off and endanger human life. If such acci occurred to nuts and bolts, they were seldom heard The public is perhaps justified in some renewal of an when they learn that American bombers based on Br habitually carry a load of nuclear bombs on trai flights. The bombs are not fully "operational." T need adjustments to make them work. They must no primed to be dropped anywhere without the Bri Government's consent. But if the bombs could primed in the air, a misread signal might in a sud emergency cause a fearful incident. It is an extreme c But more anxiety is justified about the danger from a bomb being damaged in a crash-landing. The dan from fall-out have not been explained away by re scientific investigations into accidents in nuclear pl nor did the Premier totally dismiss them, if the Ameri authorities did so. It is certainly a surprise to the gen public to learn the extent of American preparati against sudden attack. No doubt, all military perso engaged in weapon training are more likely to profi familiarity with the real thing than with a dummy. T was realised in the old days of dummy Mills grenades was put into practice when live bullets were fired o advancing troops in training. We have lived in ignor

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parade of some of the horses up for sale on the opening day. lots. Total income for the first day was 175,038 guineas for guineas higher than the average for opening day last year.

ANIMALS AND MACHINES AT THE SMITHFIELD SHOW : Tractors and farm machinery are mingled with prize pedigree livestock at the Smithfield and Agricultural Machinery Exhibition at Earls Court, in London. More than 1,600 live cattle, sheep and pigs were shown this year, making an all-time record entry.

f the type of egg carried by our American Eagles over our ountryside in recent months. Henceforth, their bombers aring overhead will remind us forcibly that war prepara- on is real and earnest, and that the Governments and ilitary chiefs in England and America take a far more rious view of the possibility of another " Pearl Harbour " an we in our ignorance or apathy have been inclined take.

"Remove that Bauble." — News from inland recalls to my mind an oft-repeated *cri du cœur* f past days, " O, for that business government." For very long time Finland had totally failed to find a overnment from the ranks of the parliamentary parties, en a minority Government. Last week her President olved the crisis by appointing a Government of business- en untinged and unhampered by politics and party rategies. If at first sight it seems a " revolutionary " idea choose a financier to run the nation's finances, a lawyer s justice, a farmer its agriculture, and so on, second oughts seep in to approve the good sense of the notion. ou and I choose an architect to plan our new house, ll in a doctor in ill-health and a plumber when our taps ak or our drains are blocked. Even to British politicians e idea is not totally new. In our times of danger, ilitary and economic, Premiers have sometimes seduced om business leading men experienced in conducting vital ublic services, such as axing or organising food supplies. he names of Geddes and Marquis occur to one. And ey proved a success. Probably, if the inducements to ter the party political arena were more brilliant, and the ofessional politician's belief that a knowledge of parlia- entary procedure and the party game is less important an experience of the official function, the practice would ve been more common and " business done " more tisfactory. It is an idea which Frenchmen might well amine, if France is ever to see the national wood for the rty trees. It will be interesting to watch Finland's new overnment at work. It will be a test of the importance an exact knowledge of parliamentary procedure in tting things done. Will the professional plumber free e blocked drains quicker and more permanently than do e prods of amateurs ? Is it possible for a Government to results when it has " removed that bauble." I some- es think " that bauble " hampers results and, indeed, at a Minister should enter on his duties with more than week's mugging-up of their nature and implications.

How to Live Long.—When we declare that e post of Premier is a killer and that the perpetual sponsibility and ceaseless demands levied on modern me Ministers lead inevitably to breakdowns in health, is a surprise to be reminded that within the last sixty years seven of them lived to be octogenarians. To-day Sir Winston is the longest lived of this century's list. He is eighty-three. Lloyd George lived to be eighty-two, as did Rosebery; Balfour died at eighty-one, Baldwin at eighty. Gladstone was actually Premier at eighty-four and lived into his ninetieth year, and John Russell reached the middle eighties. Of them all, only Lloyd George, and in a lesser degree Baldwin, can claim a measure of the weight of responsibility thrown on Premiers since 1914. Gladstone's preoccupations appear to us in retrospect almost recreational compared with theirs. But the more I consider longevity, the more I am convinced that hard work and fearful responsibility are not prime causes of physical deterioration, but are probably the reverse. If longevity is a complicated and little understood matter of glands and so on, that view is confirmed in most men's experience of some of their friends and relatives who seem " to live for ever." So often they are men and women who in youth and middle age were regarded as delicate and an " easy prey " for life's hazards. Boredom and the shelf are the prime killers. When you lose interest in your chosen career, you may lose all that holds you to life. Premiers at the hub of great events may grow disillusioned and weary, but they can rarely be robbed of interest, and even in retirement, ex-Premiers remain near enough at the hub to keep their minds lively and their interest keen.

Brutality in Criticism.—Is the age of brutality in literary criticism returning ? I have long felt that a greater measure of honesty in criticism was due. Reviews of new books for some years seem to have been tinged sometimes with too much respect for the publishers' blurb and with an eye on future publishers' advertisements. Certainly I have been often tricked into reading pure rubbish (or not so pure) which leading critics have praised to the skies. Nevertheless, our gentler age has long regarded the brutalities of Pope and Macaulay as " going too far." The *locus classicus* was Macaulay's onslaught on Robert Montgomery's poems. That classic example seemed to me to be paralleled by a criticism on " Oliver Edwards " of *The Times* published in the Christmas number of the *Spectator*. This rather fierce review of some republished literary essays was certainly a coconut thrown in anger at more than one Aunt Sally, and it evoked in me a mild interest to learn what lay behind it. Montgomery was obviously very small game for Macaulay to fly at. The critic of " Oliver Edwards " seemed to suggest that no game was too small to escape the red claws of criticism. But I am not a reader of " Oliver Edwards' " literary causerie in Thursday's *Times*, and cannot judge the size and importance of the prey or the motives of the Eagle. Certainly courage and honesty are needed to colour and correct the dreary dead-level of book reviewing in general, though not in particular, and if honesty requires brutality, brutal honesty no doubt increases circulation if it halts well inside the frontier of the Law. If it passes it and if juries *are* " on the war-path," brutality becomes a nice accountancy calculation. I often think that if the " ordinary man " always thought and acted as he does in the jury box, many a journal which relies for circulation on intrusions or violence might find its existence even more precarious and many an intrusive columnist might lose his job.

Last Ditchers.—I read with interest the news that my own county (or part of a county) is founding a game-shooters' protection society. Its aim will be to preserve from destruction the conditions and amenities required for enjoying the sport. I still enjoy the sport, but shall not enrol in the society. Last ditchers are many and waste time and energy in kicking against steam-rollers. For where are the conditions necessary for enjoying the sport ? They are in the bag. First, one needed the fields and the coverts. Next, hedgerows and stubbles and grass verges. Keepers to scare away poachers and destroy vermin, landlords who kept their shooting rights over leased farms, and needed their neighbours as guns, beaters disciplined and reasonably cheap, trained dogs, and rearing on a scale which would benefit " small-holding " shoots. All these, with very few exceptions, are " in the bag." Here and there a syndicate or very rich landowner at heavy cost keeps on in the old way. For the rest it is a story of too many cooks diluting the broth. The farmers shoot bare their own acres, day and night marauders pop off all over the place, from lorries and peep-holes. There are no hedgerows, no stubbles, no rough grass verges; and poison and chemical sprays cause havoc to the stock of game that survives the poacher and the vermin. Triple strands of barbed-wire discourage all but acrobats, cartridges at 7d. each give pause to even the keenest, beaters who know the job are not to be had at 25s. a day, and children (at £1 a day) must be press-ganged in. The rabbit, the bones and beak of an old-time " rough " shoot, has ceased to figure as an item, and save in millionaire domains and rich stockbroker-syndicates, the sport has long since become the pale image of what it was—with perhaps 25 per cent. more danger to human life. Thirty years ago I walked my own modest woods—always a sanctuary—and (dull as they are) found them constantly interesting from their evidence of wild life. Pheasants and woodcock bred there. Roebuck and hares were everyday sights. The rabbits, quite harmless to farmers where I live, were a pleasure to watch. To-day, when I walk through them, no wild life survives save jays, magpies and grey squirrels—and the cost of cartridges ensures their survival.

THE OLD STAGER

VANGUARD FAILURE

The Explosion at the Ameri
Satellite's Launching

HORRIFYING EVIDENCE OF DISASTER: The huge cloud of smoke and flame hangs over the test range at Cape Canaveral after the Vanguard had exploded at launching. All that can be seen is the bottom of the tower at the launching site. The failure was all the more disappointing because there had been several postponements of the firing. When finally it was announced that the rocket would go up on Friday of last week, the lengthy series of preparations or "count down" seemed to proceed without a hitch. Over 1,000 checks were carefully made by the technicians and when the red cone was hoisted over the range as a warning that the launching was about to take place, there was no reason to anticipate the disastrous explosion.

On right—**AN UNHAPPY EXPLANATION:** Dr. John P. Hagen, Director of Operation Vanguard, talks to the Press in the Naval Laboratory near Washington after the failure. On the blackboard behind him are still chalked details of the "count down" at Cape Canaveral as many correspondents had been following in the laboratory the progress to the launching. Dr. Hagen said that all concerned with the project were "tremendously disappointed," but he thought that the failure would not necessitate a return to the drawing-boards. "What had failed had worked before," he declared.

Above—**THE FLAMES SPREAD:** Having covered the rocket carrying the first American satellite, the cloud from the explosion begins to envelop the base buildings and towers at the range.

On right—**LAST STAGE OF PREPARATIONS:** The mobile gantry is being removed from the rocket. The picture was taken during the "count down" in one of the postponed launchings.

UELLING THE VANGUARD: Technicians prepare to load a tank of the special propellant into the rocket's second stage. They wear special protective clothing. *On left*—After loading, the engineers stand under showers to wash off any residue of the liquid.

BUSHFIRE HAVOC IN AUSTRALIA

A Township is Destroyed and Hundreds are Made Homeless

Summer bushfires in New South Wales this month are said to be among the worst in Australia's history. The town of Leura, 60 miles west of Sydney, was gutted and the main part of the population lost their homes. In the Grose Valley of the Blue Mountains four youths, all members of a Sydney bushwalking club, were burnt to death after flames had surrounded their camp. At Wentworth Falls twenty-five houses, several commercial buildings and a factory were destroyed. The damage at Leura, where 102 homes, seven shops, two churches, two schools, a private hospital and a fifty-room guest house were among the buildings destroyed, is estimated to be in the region of £700,000.

DESTROYED SHOPS IN THE HEART OF THE TOWN: The blackened ruins and rubble are all that is left of the main shopping street in Leura, N.S.W., after bushfires had ravaged the town.

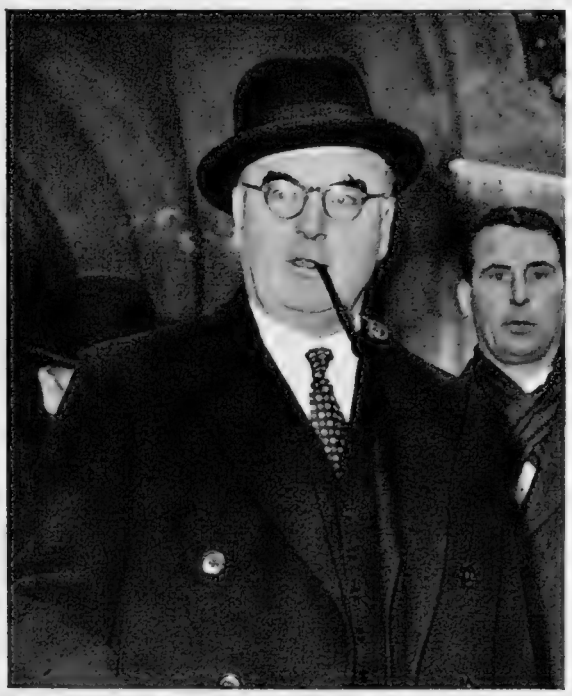
A TRAIL OF DAMAGE: Charred trees, a burnt-out station-wagon and the ruins of a house tell an eloquent story of Leura's destruction.

THE RUINS OF A TOWN GUTTED BY BUSHFIRES: Leura, 60 miles from Sydney, in the Blue Mountains, is a resort town. Its chief guest house, the Chateau Napier, was among the many buildings destroyed by bushfires. The ruins are in the right foreground. Many of the 4,500 inhabitants of Leura are homeless. Public buildings, including schools and churches, are in ruins.

MORE VIEWS OF THE DESTRUCTION: *On left*—Another aerial view of Leura shows all that remains of the Chateau Napier which was razed to the ground. *On right*—A house in Leura blazes without hope of being saved. It was one of 102 homes destroyed in the bushfires which engulfed the little town. Miraculously no lives in Leura were lost, but four youths from Sydney, members of a bushwalking party, were killed in the nearby Grose Valley when flames surrounded their camp.

THE NEWS IN PICTURES

THE BANK RATE TRIBUNAL OPENS: Lord Justice Parker, Chairman of the Tribunal enquiring into the Bank Rate "leak," arrives at Church House, Westminster. It was appointed because of allegations that individuals had gained from foreknowledge of the recent increase.



THE ATTORNEY-GENERAL BEGINS THE ENQUIRY: Sir Reginald Manningham-Buller said in his opening statement that the most careful investigations did not reveal that any journalist was told in confidence beforehand that the Bank Rate was to be changed on September 19.

MR. OLIVER POOLE AT THE ENQUIRY: Mr. Edward Maude, principal private secretary to the Chancellor, told how he cut 2 ins. from a Treasury statement with a reference to the Bank Rate before handing it to Mr. Poole, Vice-Chairman of the Conservative Party.

A FAMOUS ATHLETE'S SISTER GIVES EVIDENCE: Miss Susan Chataway, sister of Christopher Chataway, the athlete and television commentator, works in the Press Department of the Conservative Central Office.

MISS CHATAWAY'S COUSIN: Mr. John Lawrence Pumphrey, a Foreign Office official, said that Miss Chataway had told him that her office knew of the increase. Miss Chataway testified that the remark was "flippant."

THE CHAIRMAN OF THE STOCK EXCHANGE: Sir John Braithwaite told the Tribunal that in a talk with the Governor of the Bank of England a week after the increase he said that he had no prima facie evidence of a leak.

THE FIFTIETH WITNESS: Mr. John Henry Keswick, a director of the Bank of England, described the circumstances in which he cabled a Hong Kong firm advising them to sell gilt-edged securities just before the raise.

THE SENIOR PARTNER OF A JOBBERS FIRM: Mr. Percy John Spooner said he was surprised that low prices were accepted the day before the raise. He concluded that something was known that he did not know.

THE DIRECTOR OF A COMPANY INVOLVED IN A GILT-EDGED SALE: Mr. Allan Reed, a director of the Matheson group of Hong Kong which sold gilt-edged just before the Bank Rate increase on September 19, gave evidence.

THE NEWS IN PICTURES

ISRAEL-JORDAN TRUCE PROBLEMS DISCUSSED: Mr. Hammarskjöld, the United Nations Secretary-General, second from left, is seen in conversation with Mr. David Ben-Gurion, the Prime Minister of Israel, with whom he talked for three hours on the causes of current high tension between Israel and Jordan. On the left is Colonel B. Leary, the United Nations acting Chief of Staff, and on the right is Major-General Moshe Dayan, the Israeli Chief of Staff. Mr. Hammarskjöld, who was on a week's visit to the Middle East, crossed over from the Jordan to the Israel side of Jerusalem for discussions with Mr. Ben-Gurion after the refusal of the Jordan Government to receive Colonel Leary or accept his decisions on matters. The dispute which Mr. Hammarskjöld was trying to settle was the refusal by Jordan to allow a convoy of supplies to proceed from the Israel side of Jerusalem to the isolated Israeli garrison on Mount Scopus, in the demilitarised zone. After the talks the convoy was allowed to pass.

On right—

THE UNITED STATES SECRETARY OF DEFENCE IN LONDON: Mr. Duncan Sandys, on left, shakes hands with Mr. Neil McElroy, the United States Secretary of Defence, after his arrival by air at London Airport. His visit follows the talks in Washington between the Prime Minister and President Eisenhower. During his stay in London Mr. McElroy will have top-level talks on Anglo-American co-operation. He and Mr. Sandys will be among those present at the meeting of the North Atlantic Council in Paris.

SOVIET AIRLINE CHIEF IN LONDON: Lord Douglas of Kirtleside, Chairman of British European Airways, on right, greets Marshal Pavel Zhigaryev, head of the Soviet airline Aeroflot, on arrival at London Airport. Marshal Zhigaryev is the leader of a civil air delegation visiting London for talks about a civil air link between London and Moscow and for through flights to the Far East.

THE NEW GOVERNOR TAKES OVER IN CYPRUS: Sir Hugh Foot, who has succeeded Field Marshal Sir John Harding, is sworn-in at Government House, Nicosia, in the presence of the Chief Justice (on left). A number of Greek Cypriots declined to attend the ceremony. Sir Hugh has told the people of Cyprus: "I come with an open mind and no prejudice. We can together find a way out of our anxieties and perplexities. I am sure nothing but disaster can come if we neglect the opportunity now before us." He also said that he would make himself accessible to those of the Cypriot people who "want to see me."

MOROCCO NATIONALIST FORCES ATTACK IN IFNI: Members of the Moroccan "army of liberation" are seen encircling a military post in the Spanish enclave of Ifni, in Southern Morocco, where fighting broke out towards the end of last month. Several Spanish frontier posts were attacked and in the subsequent fighting casualties were inflicted on both sides. According to a statement made in Madrid, the so-called "liberation army" had been doing their best for some months to disturb the natives. Ifni was ceded to Spain in 1860 but was not effectively occupied until 1934.

THE NEWS IN PICTURES

On left

ARAB THOROUGHBREDS TO GO TO AMERICA: Watched by their foals, these Arab mares are led away to be prepared for a long journey from Sussex to Maryland. They are among eighteen thoroughbreds, including two stallions, from Crabbet Park, near Crawley, which have been sold to Mrs. Garvin Tankersley, of Washington. Crabbet Park, said to be the world's most famous Arab horse stud, was owned by Lady Wentworth, who died last August. The present owner is Lady Winifred Tryon. Since August the stud has been reduced to about half its former size, and there are now thirty-five thoroughbreds left. There is no intention of losing the great reputation of Crabbet Park, however. In the near future, the stud is to move to Frogs Hole Farm, a mile and a half away, retaining for the Arab stallions the part of the 500 acres of Crabbet Park known as Caxton. The eighteen horses bought by Mrs. Tankersley were taken to Glasgow by a horse train specially arranged by British Railways at a cost of £16 per animal. They were then put on a ship sailing to New York. From New York they are to be carried by train to their new home, the 2,000-acre stud farm at Sellman, Maryland. The purchasing price in the sale has not been disclosed, but the insurance of the horses for the journey amounted to over £32,000.

A MY ERY FIRE IN CYPRUS : This Canberra bomber was one of two aircraft totally stroyed in a hangar fire at the R.A.F. station at Akrotiri, Cyprus. Two ner Canberra bombers and a Venom fighter which were also in the ngar were severely damaged. The damage is estimated to be over £1,000,000. number of Cypriots, including some electricians who were at work the hangar which caught fire, were rounded up for questioning.

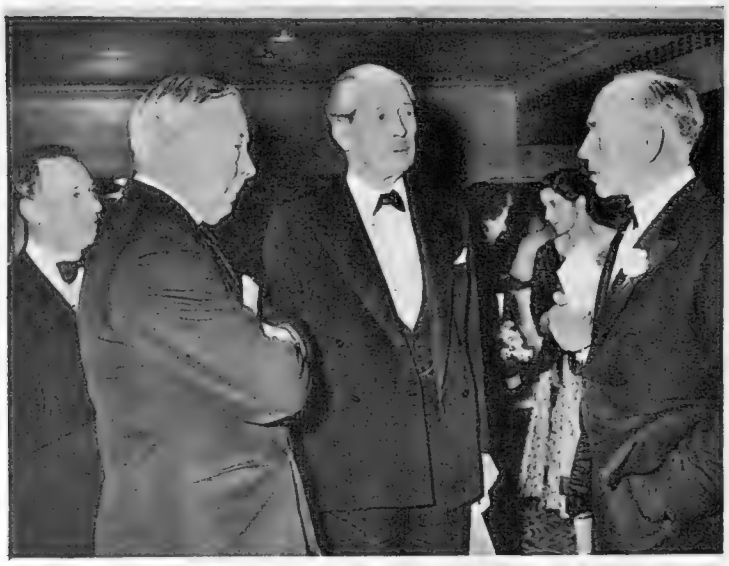
A VILLAGE INN IS BLOWN UP : Firemen quench the smouldering ruins of the Rising Sun at Box, in Wiltshire. This scene, reminiscent of the wartime "blitz," was the result of gas seeping from a fractured main. The licensee, Mr. Bill Griffin, his wife and his five-year-old son were killed. This is the second serious gas-main explosion within a fortnight, the other taking place at Salford when a nineteen-year-old girl was killed.

A SKIN DIVER FINDS A NOTORIOUS VESSEL : Mr. Luis Marden, an American writer-photographer, examines underwater objects which he found off Pitcairn Island in the Pacific. They indicated the keel line of H.M.A.V. *Bounty*, which in 1789 was the scene of a mutiny against the master, Captain Bligh. In the following year the leader of the revolt, Fletcher Christian, and others reached Pitcairn in the ship, and after stripping and scuttling her, settled on the island. Until Mr. Marden's discovery the exact whereabouts of the remains of the vessel have been a matter of speculation. Today, the people who live on the remote Pitcairn Island number 155. They are all Seventh Day Adventists, and 55 of them have the surname Christian.

THE NEWS IN PICTURES

GIRL CAPTURED IN ALGERIAN BATTLE: Seventeen-year-old Danielle Minne (seated on the left) is seen at a Press Conference after being captured by French forces in a battle with Algerian rebels in the Bordj-Bou-Arreridj area. It has also been reported that another woman, Raymonde Peschard, a member of the banned Algerian Communist Party, was found among the rebel dead. At the beginning of this month, during the debate on Algeria in the Political Committee of the General Assembly of the United Nations, there was news from North Africa of an increase in military activity. In one engagement alone the rebels are said to have lost 70, in another 41, and in a third, 30.

A ROYAL OPENING FOR THE IRAQI PARLIAMENT: King Faisal stands and salutes the guard of honour as he arrives to open the Iraqi Parliament in Baghdad. On the right is Crown Prince Abdul Illah, and on the left is Ali Jawdat, the Prime Minister. The legislative body in Iraq consists of a Chamber of Deputies and a Senate of elder statesmen. Ali Jawdat was appointed Prime Minister earlier this year after the resignation of General Nuri es-Said. In addition to having served as Prime Minister for a short time in 1934, he has been Iraq's Ambassador in London, Paris and Washington, as well as representing his country at the United Nations. At the beginning of this month the King and the Crown Prince of Iraq went to Saudi Arabia for a six-day State visit.



THE PRIME MINISTER ATTENDS THE ANNUAL DINNER OF THE FARMERS' CLUB: Mr. Macmillan is seen with the Duke of Norfolk (second from left) and Mr. T. H. Turney (right), President and Chairman of the Farmers' Club. In his speech, Mr. Macmillan, who was the Guest of Honour, spoke about the farmers and the proposals for the European Free Trade Area.

THE WEST GERMAN FOREIGN MINISTER IN LONDON: Dr. von Brentano (centre), accompanied by the German Ambassador, Herr Hans von Herwarth (left) and Herr Walter Hallstein, the Deputy Foreign Minister, arrives at No. 10, Downing Street for a dinner given by Mr. Macmillan. The visitors from Germany had come to this country for talks with the Prime Minister and Mr. Selwyn Lloyd in preparation for the forthcoming NATO Council Meeting in Paris.

A NEW TRAINING BOAT IS PUT THROUGH ITS PACES AT CAMBRIDGE: Members of the Corpus Christi College Boat Club are seen trying out a new Leviathan training boat which has been built at Cambridge for Nottingham University. The boat has sixteen sliding seats with a gangway along the centre to allow the coaches to walk to and fro correcting the oarsmen. The cox mans a large tiller in the stern of the boat. Although the Leviathan is standard equipment with rowing clubs in the United States it is rarely seen in this country.

THE COMMONWEALTH PARLIAMENTARY CONFERENCE IN INDIA: A general view taken during the civic reception given in honour of the visiting delegates in Delhi. The nine-day conference was inaugurated by the President of India, Dr. Rajendra Prasad, who said that it would be a bad day for the world if anything were to weaken the Commonwealth bond, which was "not based on force, but a silken bond, invisible yet strong." The opening session took place in the circular central hall of the Indian Parliament, but the following sessions were in private.

THE FLY-OVER BRIDGE WHICH COLLAPSED AND TRAPPED MANY VICTIMS OF THE APPALLING RAIL TRAGEDY: Rescue operations were still continuing thirty-six hours after the collision between a steam and an electric train between St. John's and Lewisham Stations, in South-East London. The disaster had occurred in thick fog during the evening rush-hour. A column of the Nunhead fly-over was struck by the steam train and the bridge collapsed. Two crowded coaches were trapped. The death-roll from the crash had reached eighty-eight by last Friday when it was thought there were more victims to be extracted. Seriously injured were over 100. A third train which came on to the fly-over just after the collision was derailed but did not fall, and there were no casualties reported. Railway staff, firemen, police, doctors and nurses and many volunteers set about the rescue work in fog and darkness. Many of them continued at the task with little respite until the last victims had been found.

RAILWAY DISASTER

The Lewisham Catastrophe—The Worst-Ever Accident on the Southern Region

On the evening of December 4 fog descended with the darkness on London. The crowds making their way home in the rush-hour period were even larger than usual. Besides the regular army of office workers, there were many others who had come up early to shop for Christmas. In the murky lights of the various railway terminuses solid masses of people moved slowly to their required platforms. Trains were delayed. From Cannon Street the 4.56 p.m. steam train to Ramsgate left late. So, from Charing Cross, did the 5.18 p.m. electric to Hayes, in Kent. From Holborn Viaduct the 5.22 p.m. to Dartford ran behind time. In each of them, as was usual for the time of day, the coaches were crammed, often with passengers standing as well as sitting. Everyone accepted delay as inevitable because of the fog, and as the trains proceeded out of Central London there was no sign of the fog lifting.

Between St. John's Station and Lewisham, in South-East London, the train to Hayes was held up by a signal. The time was 6.20 p.m. and while it was standing there, in one brief instant, tragedy occurred. The train from Cannon Street to Ramsgate, coming up behind, crashed into the rear electric coach. But this was only the beginning of an appalling disaster. The steam train, drawn by the Battle of Britain class *Spitfire*, ploughed on and swung sideways, striking a steel column of a bridge—the Nunhead fly-over—and causing the bridge to collapse on two of its coaches. Just coming onto the fly-over was the train from Holborn Viaduct. It is believed that the disaster was prevented from becoming even more grim in its dimensions by the action of the driver in releasing the "deadman's handle" and bringing his train to a stop. Its coaches were derailed but did not fall, and no one in this train was injured.

Meanwhile, a nightmare was being enacted on the lines below. Through the thick fog came railway rescue teams, firemen, police, doctors, nurses and a multitude of volunteers. Arc lights were directed on to the scene and the task of extricating the dead and injured begun. Enormous difficulties had to be overcome, and great risks taken. There was not only the fog. The bridge, collapsed on to the coaches, was in danger of falling further, and thus crushing both rescuers and victims. But none of the rescuers paid the slightest notice to his or her individual peril.

Through the long night the roll of casualties mounted, the injured sometimes dying before they could be moved from the shattered coaches. Local hospitals reported that they could accommodate no more cases and ambulances had to be driven further afield. Inhabitants in streets near the railway opened their doors and gave freely of their own belongings which might help in the rescue work. At dawn there was still fog, and it was anticipated that it might be several days until all the wreckage of the bridge could be cut away and the final reckoning made. On Friday morning of last week, the death-roll was stated to be ninety-three, but this was later reduced to eighty-eight. The number of injured was about 200—110 of them being serious cases.

Only two rail disasters in this century in Britain have been worse than the Lewisham crash. In 1915, 227 people were killed in a collision at Quintinshill, and in 1952, in a collision at Harrow, the dead numbered 112. The cause of the Lewisham accident was the subject of an immediate private inquiry by the Southern Region authorities. Before it started, senior railway officials had made public statements regarding the use of the colour light system of signalling in use in the Lewisham area. This dispenses with the need for fog signals. The colour lights were installed there in 1929. According to Mr. Fitch, the Chief Operating Superintendent of the Southern Region, slightly more than 1,000 trains pass through the area daily and had done so with perfect safety until last week.

(*Further pictures on next two pages*)

LEWISHAM RAILWAY DISASTER

THE THIRD WORST ACCIDENT OF THE CENTURY ON THE RAILWAYS OF BRITAIN : Crushed coaches lie below the collapsed Nunhead fly-over bridge. There have been only two more appalling rail catastrophes in Britain in this century—at Harrow, on the L.M. Region, in 1952, and at Quintinshill, on the Caledonian Railway, in 1915.

RESCUE CONTINUES BY NIGHT AND BY DAY : An arc lamp lighting the scene shows that the crushed coaches had to support the full weight of the fallen viaduct. *On right*—A daylight picture reveals the complete collapse of the section of the fly-over. Railway authorities began an immediate and private inquiry into the accident.

BENEATH THE BRIDGE: In the fog and dark firemen search for victims in the coaches crushed by the viaduct. Until the viaduct wreckage had been raised, it was feared that it might not be possible to remove all the dead. Engineers anticipated that the task of cutting up the girders of the fly-over bridge might take some days.

THE POINT OF THE COLLISION: The head of the engine of the steam train from Cannon Street to Ramsgate is buried in the rear coach of the electric train from Charing Cross to Hayes, in Kent. The guard of the latter train was among the many killed.

THE CATS COME TO TOWN

"Alley" Cats will Soon Take Pride of Place at the National Cat Show

By BRIAN VESEY-FITZGERALD

THE National Cat Club, which is the oldest cat club in the world, is the premier cat club of Great Britain, and its annual Championship Show, which is the oldest cat show in the world, is the great event of the cat year, attracting entries from all over the British Isles and visitors from all over the world. (There is a very considerable demand abroad for British pedigree cats.) To win at the "National" is the supreme achievement in the life of a show cat, and the supreme ambition of its owner. This year the achievement was all the greater, for this year's Show broke all records, both for the number of entries—and, as a matter of fact, almost as many again had to be refused because there just was not room in the hall for any more—and for the numbers of spectators.

Who goes to a cat show? Well, obviously, only cats and cat-lovers. Most important are the cats. These cats at the "National" fall into two categories—pedigree cats and household pets—and each category has two divisions, long-haired cats and short-haired cats. In the pedigree category there are a great number of breeds. In the household pets category no attempt is made to distinguish breeds as such, for the simple reason that it would be quite impossible. Here, the cats are divided into colours rather than breeds. Some of the cats exhibited in the pets section may be pedigree, but most of them are what are known in the pedigree cat world as "alley" cats; cats whose parentage is unknown and frequently defies speculation. In fact, the sort of cats that you and I are owned by.

The pedigree cats arrive in baskets and by taxi or by car. Some of the baskets are beautiful (and very expensive) padded creations. Some of the household pets, no doubt, also arrive in expensive baskets and by taxi or by car. Indeed, I am quite sure that they do, for these are much-loved animals, the undisputed rulers of their households, for whom nothing is too good. Many of them, though no less greatly loved, arrive by bus and in a wonderful assortment of containers, ranging from a natty zip-fastener handbag (presented free of charge by one of the big American air lines) to a black imitation-leather bag of the sort one used to associate (before the rise in the standard of living) with charladies, and a battered cardboard hat-box with holes punched in the lid and secured with a piece of picture-cord. One of these household pets (so I was told, though I did not see this myself) was conveyed from the East End of London in a parrot-cage: to win a prize.

On arrival the cats, both pedigree and "alley," have to pass a very stiff veterinary examination—if there is even the semblance of a doubt about their condition, they are rejected forthwith—and they are then placed in wire cages, arranged in rows and furnished with a blanket, an ashpan and a saucer, to await the verdict of the judges.

Judging at a cat show is a very different matter from judging at a dog show. There is no show-ring and there are no "handlers." No one who has any connection with the cat, neither the owner nor a friend, may even so much as touch it while the judging is in progress. The cat is removed from its cage by one of the official stewards, placed on a table, and examined by the judge. The table is moved from cage to cage down the row, and each cat is examined individually by the judge. After each examination the judge washes his or her hands before moving on to the next cat. It takes a very long time. You have to be fit to judge cats.

The judging is exactly the same for the "alley" cats as for the pedigree cats. But it is, perhaps, a little more difficult to separate the former. This is not because they are inferior in condition. Far from it: their condition is almost invariably magnificent, no whit inferior to that of the finest of their blue-blooded relatives. No, the difficulty in judging these non-pedigree cats arises from the fact that there is no standard of points by which one can fault them. One expects, of course, to find the pedigree cats at a Championship Show in perfect condition and perfectly presented. This, after all, is what they have been bred for, and their breeders or owners are no strangers to the Show world. But it is most heartening to find such wonderful condition in these non-pedigree cats, most of which were picked up as strays or were acquired "free to a good home." It reflects the utmost credit on the care and devotion—and "know-how," for few of them have ever exhibited before and certainly do not do so as a matter of course—lavished on them by their owners.

And there can be no doubt whatever that these owners are immensely proud of their cats, immensely eager that they should be seen and admired by others. The "Pet Cat Championship"—for that, in effect, is what it is: the supreme cat (selected from the winners of all the different classes) holding for the next year a magnificent Challenge Cup presented by the *News of the World*—is a new departure for the National Cat Club. It has proved a most successful one. Of course, it is the pedigree category which receives the attention of the cat specialists and of the few daily newspapers which report the Show. This is as it should be. But I have noticed that it is the "alley" cat which draws the attention of the crowd for most of the day, and it is, perhaps, a little unfortunate that they should, so far, have been almost wholly ignored by those who comment upon the occasion. However, I think that this is unlikely to continue for very long. This year—and, mind you, this is only the second year of the "Pets Championship" as against sixty-one years for the Pedigree Championship—the number of exhibitors in the household pets section fell only fourteen short of that in the pedigree section. It would not surprise me to find next year that the positions have been reversed.

I think that the thing that must strike the newcomer to the "National," to any cat show for that matter, most forcibly is how quiet it is. Crufts is bedlam by comparison, and to visit the National Cage Bird Show is to walk into the largest and most enthusiastic skiffle group in the world. But cats, except when courting (a pursuit of which, it must be admitted, they are very fond), are silent creatures. Another point which must strike the observant newcomer is the remarkable difference in behaviour between the pedigree cats and the "alley" cats. The former take the whole thing in their stride. They are accustomed to it: each ignores its neighbours: each seems convinced that he or she is the centre of attraction: some of them are, indeed, natural showmen. The household pet, however, is very conscious of its neighbours. Should one catch sight of another (when one is on the judging table, for example) it will almost certainly begin to growl. It is easy to see that each of these cats is the boss cat of its street or neighbourhood, and intends to remain that way. One thing, however, both have in common: a magnificent dignity. Each makes of its little cage a palace. Each takes the homage of the crowd as its right.

The crowd is no less interesting. It is very largely a female crowd, of course. (But this is also the case at dog shows and horse shows, and especially at horse shows: at both women far outnumber men. Only at a Cage Bird Show will you find men in the greater numbers.) It is an astonishingly quiet crowd, a crowd which watches the judging with absorbed attention and in almost complete silence.

The judging over, however, the crowd moves from cage to cage, and then you will notice that there is almost as sharp a division among the spectators as there is among the cats. Along the pedigree benches you will hear informed and technical conversations, learned discussions on "points," abstruse discussions on genetics. Along the household pets benches you will hear no less-informed conversations, but they will be concerned with the merits of different foods or with the habits and characters of respective cats. And when the "alley" cat-owner inspects the pedigree benches he or she regards each cat individually, as it were, in the light of the home fireside; as a pet rather than a champion. And it is in this that the strength of the cat world lies.

At first sight there would seem to be a whole world separating the expert from the mere cat-lover: so much so that, listening to expert conversation by the pedigree benches, one might be forgiven for wondering sometimes if pedigree cats had any habits at all. But when they come to handling their cats, the worlds fuse. On the faces of each, expert and novice, world-famous breeder and charlady, judge and engine-driver, octogenarian and schoolboy, is the same expression—adoration. Only the cats remain unmoved.

STARS OF THE CAT WORLD: The winner of the Best Any Colour Short-Haired Tabby Cat Competition was thirteen-year old Tibby (*left*) entered by Miss E. Russ. Mrs. Z. Conn's kitten Peeky (*right*) was awarded a fourth prize. *Below, left*—A disdainful long-haired Blue Persian is examined by a judge at the 1957 National Cat Club Championship Show, held recently at the Royal Horticultural Hall in London.

PORTUGUESE OCCASIONS

The Opening of Parliament ; A Ceremony in Goa ; A Gift for Prince Philip

On this page are pictures which illustrate contemporary Portugal. The National Assembly, which was recently elected, has started its deliberations, and under the Constitution should run until 1961. In the Parliament are representatives of Goa—as of all the other Overseas Provinces of Portugal. The Assembly is in many ways a Federal Chamber. As a reminder of the long-standing friendship between Portugal and England, what could be better than news of the arrival in London of the pipe of port presented to the Duke of Edinburgh in Oporto ? The Lord Mayor of London and the Portuguese Ambassador played the chief parts at the ceremony of the wine's bottling.

On other pages in this issue readers will find a number of articles grouped together in a section entitled " Portugal To-day." F. Braby Hills, who is one of the most knowledgeable of English writers and broadcasters on Portuguese affairs, contributes on the place of Portugal in the world to-day. THE SPHERE Industrial Correspondent writes on Portuguese industry and economy. That well-known expert, H. Warner Allen, gives his views on Portuguese wines—and, one learns, this means much more than port. For those who wish to travel, Gordon Cooper provides, as always, excellent advice on itineraries in Lisbon and elsewhere, where to stay and how best to enjoy a country which is full of delights.

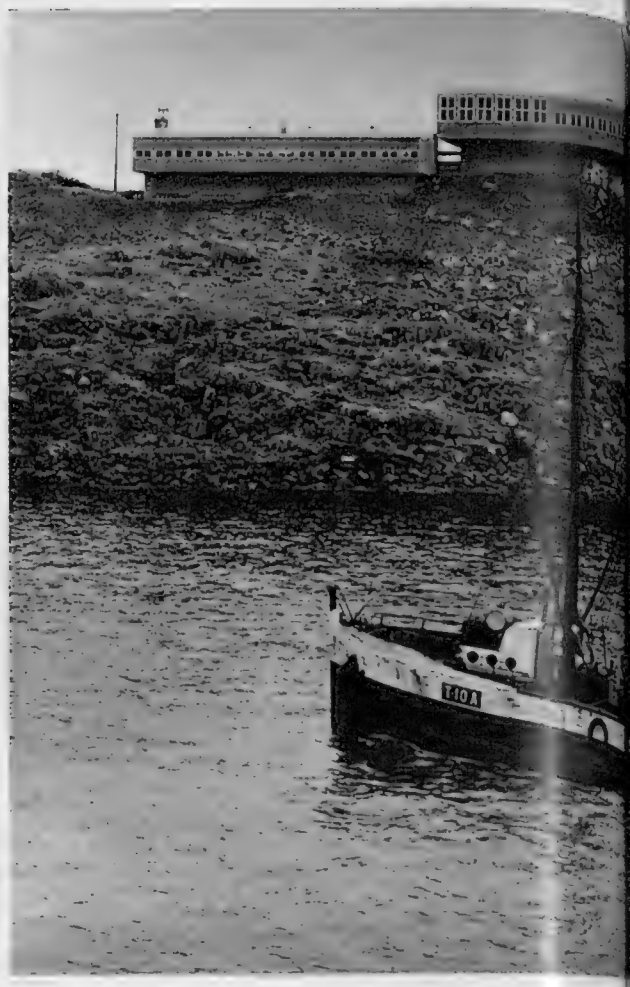
On left—

THE FIRST SESSION OF THE NEW PORTUGUESE PARLIAMENT: General Francisco Craveiro Lopes, the President of Portugal, reads his speech at the opening of the National Assembly in Lisbon. He laid special emphasis on the Second Six-Year Development Plan for the building up of Portuguese economy at home and in the overseas provinces. The new plan will come into operation in 1959. Before then its proposals will have to be considered by the present Parliament, which was elected last month for its four-year term. The President also referred to European Free Trade.

ANNIVERSARY IN PORTUGUESE INDIA: The Governor-General prepares to take the salute in Nova Goa at a march-past on the 447th anniversary of its conquest by Albuquerque. From left are Madame Guedes; General Paulo Bernhardo Guedes, Governor-General and Commander-in-Chief, Portuguese India; Madame Monteiro Liborio; Brigadier Antonio Monteiro Liborio; Dr. Constancio Mascarenhas, President of the First Senate of Goa, and Commandant Joaquim Pinto Braz, Police Commissioner. One of the founders of Portuguese India, Afonso de Albuquerque (1453-1515), was appointed Viceroy in 1509 and the following year captured Goa for Portugal. He was a great administrator and the influence of the system he originated continues to-day in the Overseas Provinces.

A PIPE OF 1955 PORT FOR THE DUKE OF EDINBURGH : *Left*—The wine is seen leaving the lodges in Vila Nova de Gaia, Oporto, for shipment. It was presented to Prince Philip during the Royal tour of Portugal early this year. *Right*—The Lord Mayor, Sir Denis Truscott, turns on the tap for the bottling of the port at a ceremony in London. The Duke of Edinburgh has announced that the bottles will be put up for auction on behalf of the National Playing Fields Association during next year.

ONE OF THE RICHEST FISHING GROUNDS IN THE WORLD : The view, captured from the lower deck of a passing boat, is of the enormously rich fishing grounds near the North Cape, in the Arctic Ocean. Although this area falls in Norwegian territory, the fishing waters which lie between the Norwegian and Russian frontier zone are guarded jealously by police patrols of the two countries. If vessels cross over into rival waters, they are arrested. Similarly, fleets of other countries which invade the territory are captured.



A FISHING TRAWLER OR POLICE PATROL BOAT? In order to capture vessels which slip into the fishing areas, Russian and Norwegian police scour the regions in ordinary fishing-boats.

"COLD WAR" IN THE ARCTIC OCEAN

Coveted Fishing Grounds are Jealously Guarded against "Poachers" by Russian and Norwegian Patrol Boats

On right—
PATROL BOATS AT ANCHOR : Two of the fast frigates used by the Norwegian police in cases of emergency lie at anchor in the harbour at Harstad.

AN AREA OF MUCH CONFLICT : The Russian frontier and twelve-mile zone are indicated on the right by a line of crosses. A straight, heavy line marks the limits of the Russian and Norwegian zones in the Varanger Fiord waters. The shaded sections show where shoals of fish are to be found and the three fishing vessels along the coast illustrate the areas where many foreign vessels are arrested for poaching.

FOR several years now a war has been waged unceasingly in the North of Europe which really is "cold war"; the theatre of operations is the Arctic fishing grounds, and the prizes of war, guarded against marauding fishing fleets by Norwegian and Russian patrol vessels, are the extremely rich fishing areas between the North Cape and the Kola Peninsula. They stretch from the international maritime zone into the Russian and Norwegian territorial waters, and fishing vessels often mistake their position and "poach." The great North Bank, which stretches across the mouth of the Varanger Fiord, is in the Russian-Norwegian frontier-zone. It is considered one of the richest fishing-grounds in the world, and in the spring many vessels from Russia and Norway flock there, as do trawlers from Britain, Denmark, Holland, Germany, and even France. Some of the more southerly Norwegian waters, which are inexhaustibly rich in salmon and flat-fish, also attract a great number of foreign boats.

Before the last war the situation was easier, for then the whole of the North Bank was in international waters and ships from all countries could fish there freely. After the war, however, Russia extended her boundary by twelve miles out to sea, thus bringing a section of the Bank within Russian territorial waters. Norway, which was particularly affected by this action, maintained her protests to the Russian Government for several years, pointing out that Russia should claim the same four-mile territorial zone as did other maritime nations. But the Russian Government would not alter its decision and finally, in January of this year, the matter was settled—on paper at least—by the recognition by Norway of the Russian twelve-mile zone. In her turn, Russia has offered Norway certain special rights for her fishing fleet in the waters of the Varanger zone—which are now recognised as Russian—provided that Norway similarly extends her own territorial zone to twelve miles, instead of four.

In effect nothing has been changed by the signing of this agreement, and, as for many years past, any ships found in the southerly waters of the North Bank are arrested by Russian patrols. Generally such ships are escorted to Port Vladimir and the Norwegian Ambassador in Moscow then has to negotiate for their release. During the Stalin regime foreign fishermen often spent several months in captivity but now the formalities are carried through a little more rapidly, and generally the fishermen regain their liberty—upon payment of a fine—within a period of six to fourteen days. The level of fines is high. This is emphasised by the fact that two Norwegian craft captured recently had to pay about £10,000 for their release.

If the ship belongs to a wealthy fishing company the fine can usually be met by the firm concerned, but if the owner is a fisherman without large capital resources, the Norwegian Government often pays the fine on his behalf. These payments, however, are not a charge upon the Norwegian taxpayers, for they are made direct from a fund which is itself financed from this strange fisherman's war. The Norwegian Maritime Police themselves capture just as many foreign vessels in their own territorial waters as the Russians capture Norwegian. Generally the victims are English trawlers, although occasionally the Norwegians capture Russian vessels. The amount of the fine depends largely on the value of the catch found on board and some British vessels have had to pay fines of up to £3,600 and £4,300.

VICTIMS OF A DELIBERATE FOUL : Fishermen mend nets torn when their vessel was rammed by a rival trawler. Even in waters outside the Russian-Norwegian boundary the "cold war" rages, but it is between individuals. The bitter rivalry is emphasised by such acts of piracy as the fouling of nets and lines.

ISHING TRAWLER RETURNS HOME WITH A GOOD HAUL : The crew of a Barlevog trawler survey the expanse of water on their return from a trip into the "cold war" fishing areas.

The war is also waged in the international waters, although re it is a fight between individuals and not between States. re often than not it is a war fought over fishing nets and lines, a small trawler-owner can be completely ruined by one single berate act of piracy when a rival boat runs down and destroys trawling nets. Such pirate boats are forced to pay heavy fines the pirates are much disliked, not only by the maritime ce, whose job it is to capture such people, but also by the vidual trawlers, who frequently inform the police of their ntity.

The Russian maritime police is based at Petsamo, Port Vladimir Murmansk, and the Norwegian police at Harstad, in the otens. In order to catch poaching vessels more easily, the ce do not use special patrol boats, but ordinary fishing-boats. this trick pirate vessels do not realise that they are in ger of arrest until the boat is so close that they actually that the crew is wearing police uniform. In cases of cy and the deliberate fouling of lines, however, the police use extra fast speedboats in order to round up "pirate" s as they hastily make off in an attempt to avoid arrest.

SCARS OF WORLD WAR II : Rotting fishing trawlers and battered, upturned dinghies lie among the piles of rubble at a barren port in Norway. Scenes such as this are familiar at many ports along Norway's coast and although attempts are being made to clean up the debris, it is an arduous and often disillusioning task.

CUMBERLAND TERRACE : It has been the centre of much of the controversy about the future of the Nash terraces, a number of which the owners, the Crown Estate Commissioners, have recently decided to preserve for effective use in view of their "unique character."

PRESERVING THE NASH TERRACES

Because of their "Unique Character," the Famous Terraces in Regent's Park are to be Preserved for many Years

The announcement by the owners, the Crown Estate Commissioners, concerning the future of the Nash Terraces has caused considerable interest, especially to the people living in the vicinity. Because of their "unique character," the owners have decided to preserve a number of the terraces for effective use for many years. In pursuit of this policy, it is hoped to preserve also all the other terraces designed by Nash or his contemporary, Decimus Burton, if this can be achieved without undue expense. Commenting on their decisions, the Crown Estate Commissioners state: "Accepting the unique character of Nash's terraces in Regent's Park we are clear that they: (*a*) Cannot be left in their present state, doomed to early decay; (*b*) cannot be demolished merely to erect modern replicas; and (*c*) cannot all be restored to effective use if the cost would be anything like £8,000,000 to £10,000,000—the present equivalent of the estimates put before the Gorell Committee." The owners will preserve and rebuild where destroyed or damaged Park Crescent, Park Square East and West and York Gate; retain Hanover Terrace and Kent Terrace in their entirety as houses; convert Cumberland Terrace within its present main walls into flats; demolish Cambridge Gate and Someries House, redeveloping the sites in harmony with Nash architecture; and ask developers for proposals for converting the remaining terraces into modern homes.

YORK TERRACE : The contrasting styles of architecture are visible in this terrace. The Crown Estate Commissioners are shortly to ask developers for proposals for converting this and other large terraces into modern homes.

CORNWALL TERRACE : It is another of the larger terraces which the Crown Estate Commissioners are to have converted. Altogether the terraces at Regent's Park contain a total of 374 houses, the majority of which are about 130 years old.

CAMBRIDGE GATE : It is proposed to demolish Cambridge Gate with its terrace of ten houses as it has "no architectural merit." The adjoining Someries House is also to be demolished and the sites redeveloped in harmony with the surrounding designs.

A FAMOUS CAMBRIDGE INTERIOR RESTORED: The Senate House has been remodelled to resemble its original appearance, shown in Ackermann's 1815 print. Sir Albert Richardson has removed ugly Edwardian electroliers, and tiers of seats on each side.

THE SENATE HOUSE IS RESTORED

Sir Albert Richardson's Work at Cambridge

The Palladian Senate House at Cambridge was built by the Scottish architect, James Gibbs, in 1730. The focal-point of the University, many thousands of Cambridge men have received their degrees there in the subsequent two and a quarter centuries.

Some years ago the exterior was cleaned and restored with excellent results. Now the interior has been dealt with, and a team of craftsmen, under the guidance of Sir Albert Richardson, have restored it to the appearance of the famous Ackermann print of 1815. The most noticeable effect is the concealed lighting illuminating the plasterwork of the ceiling. Edwardian electroliers have long obscured the view, but these have been taken away. Hidden lighting is again being used on the lower floor, throwing into prominence the underside of the richly-carved gallery and the deep red tints of the oak-panelled walls. The tiered seats, which formerly detracted from the broad sweep of the black-and-white chequered marble floor, have also been removed.

A PLAYFUL TOUCH: One of the two decorative lamps placed outside the main entrance.

THE BEAUTIFUL CEILING: The fine plaster-work with its intricate designs is shown at its best by concealed lighting.

THE VICE-CHANCELLOR'S PROCESSION LEAVES THE SENATE HOUSE: The first Congregation in the restored building was presided over by Lord Adrian, Master of Trinity. *On left*—The Vice-Chancellor's throne before which Cambridge undergraduates kneel to receive their degrees.

A MOTHER AND CHILD: This is a favourite subject for the Eskimo sculptor. In this example the child is shown being carried within a special section of the hood of the mother's parka. The Eskimo Art Exhibition in London will remain open until January 12.

A SEAL OUT OF WATER : The grotesque and clumsy attitude of this animal is powerfully represented in stone by the Eskimo sculptor. The materials available to the Eskimos for their carvings are mainly stone or bone, but a certain amount of ivory is used. Their subjects are real, and closely connected with their daily life.

THE ART OF THE CANADIAN ESKIMO

An Exhibition of their Sculpture Opens in London

A HUNTSMAN READY TO STRIKE: This crawling hunter is the work of one of the most individual Eskimo artists, Isaakee, of Povungnetuk. Here there is an emphasis on shape rather than detail, which is stated only in general terms.

A HUNTER WITH KNIFE: An unknown Eskimo carver of Sugluk was responsible for this work, which is massive and brooding in its effect.

Last Wednesday, at the Imperial Institute in South Kensington, Lord Tweedsmuir opened the Eskimo Art Exhibition. After a month in London, it will then go on to Glasgow, Bristol and Dublin. Already this exhibition has been shown at major cities on the Continent, including Stockholm, Vienna, Milan and Brussels. Interest in the art of the Canadian Eskimo has risen appreciably in the past few years. Art critics in Canada and the United States have spoken of the " tremendous force " of the carvings, and their " beautiful unity and strength." Wherever they are shown, large crowds are attracted by the unusual vitality and expressiveness of the sculpture, and its complete freedom from intellectual pretension.

It is all the more interesting to find that the unsophisticated Eskimo sculptor has reached many of the conclusions arrived at by the European " modern " sculptor. Although he carves from life he does not strive for realistic detail such as one would find in a Rodin. Instead he makes a forceful, rhythmic shape, delighting in the texture of his material. He has the love of life of Maillol, the strength of Henry Moore.

Living in a semi-nomadic manner in tents and snow-houses along the shores of Hudson Bay and Baffin Island, the Eskimo is denied man's most common privilege, the right to grow his food. In his barren, frozen surroundings his life is governed by hunting. To survive he must live off the few animals and fish which can be caught. Fewer than 5,000 in number, in Canada, the Eskimos are scattered in isolated groups over an area of more than 500,000 square miles.

Yet in spite of the harshness of the conditions in which he lives, the Eskimo is by nature cheerful and possessed of great tranquillity of mind. He laughs, dances, sings and carves with playful good humour. His feeling for form is natural. In practical use this is shown in the clean design of the kayak, or the functional grace of the seal lamp, the harpoon and the fish spear. His clothes are often ornamented by the intricate and careful needlework of the womenfolk. Since he lives in a remote and barely accessible part of the North American continent his native art has not been reduced to a commercial souvenir trade, as in the case of the American Indians.

It is likely that his carving, using the deposits of steatite and amphibolite as well as soft serpentine stone, has gone on for many centuries. Only in recent years, mainly due to the efforts of Mr. James A. Houston, of the Canadian Department of Northern Affairs and National Resources, who has brought thousands of examples of Eskimo carvings to temperate zones, has the existence of this vigorous art form become widely known. The Canadian Handicrafts Guild has collected a great number of pieces during the last four years, and of these it is noticeable that although they all belong, broadly speaking, to the same family, there is a tremendous range of differences, for the Eskimo is proud of his originality.

Roughly, there are two main types of sculpture. They correspond almost to the divisions found in our own world of art. There is the man who carves with infinite care, his sculpture showing the finest details, and there is the man who concentrates entirely on form and movement, merely suggesting the details. But no controversy exists between them, since the Eskimo is inherently polite and loud in praise of his colleague's achievements while remaining reticent about his own.

The Eskimo artist still uses primitive methods. His knives are fashioned to the shape that suits his individual temperament, using a shard of scrap metal set in a bone-handle. A steel needle is the instrument with which he works fine detail. The bow-drill is operated by placing the short rotating shaft in a bone socket held in the mouth, leaving the carver one hand to work the bow and the other free to hold the carving. When the stone has been drilled into its desired shape, a rough stone or sand is used to bring out the texture. Then the carving is submerged in seal oil for two or three days to let the oil impregnate and darken the stone. It is rubbed to its final smoothness with stone dust and polished by hand.

A LAZY SEAL: The favourite posture of these animals is to lie on their sides, scratching indolently with a flipper. Tikeetuk, an Eskimo of Cape Dorset, was the sculptor of this lively and humorous work.

It is fortunate that the Canadian Handicrafts Guild is taking a firm stand against the intrusion of commercial demand on the artists themselves. While there is undoubtedly a good market for the sculptures, it is felt that if any degree of mass-production is allowed and the artist is made to repeat over and over again his most popular sculptures, their essential freshness and spontaneity will be lost. Therefore the Guild does not wish to increase the present volume or change any of the methods. The demand already far outstrips the supply and the Eskimo is delighted to make a first venture into a profitable world market. The preservation of the primitive directness and honesty of the Eskimo work assured, the names of Oshweetuk and Munamee, Akeeaktashuk and Tudlik in the future may well become as familiar as those of Epstein or Henry Moore are to-day.

REFUELLING AN AMERICAN B.45 BOMBER AT A BASE AT SCULTHORPE IN NORFOLK: A mechanic on the wing of a B.45, guides a pipe from a refuelling tank seen in the right foreground. Refuelling is completed within forty-five minutes, during which time 4,556 gallons are pumped into the bomber's tanks. *On right*—An operations officer gives a pilot his instructions.

FINAL CHECK BEFORE TAKE-OFF: The aircrew of a B.45 bomber have a final run over the briefing before taking-off on a practice mission. At present the 47th Wing of the Third American Air Force are on a one-hour stand.

AIR AND GROUND CREW IN ACTION: While the pilot writes his flight report on the spot, immediate refuelling starts for take-off within the hour. *On right*—A pilot walks to the refuelled aircraft. Extra fuel fills half of the bomb-bay.

H-BOMBS OVER BRITAIN

American Aircraft Taking-off from Bases in Britain are Carrying Hydrogen Bombs

Considerable surprise and a certain amount of alarm was raised in the House of Commons at the end of last month over an implied admission by Mr. Selwyn Lloyd, the Foreign Secretary, that American aircraft taking-off on patrol duty from bases in Britain were loaded with hydrogen bombs. Mr. Lloyd was answering questions as a result of a recent American claim to a "twenty-four-hour patrol." General Power, Commander of the United States Strategic Air Command, had announced in the middle of November that nuclear-loaded aircraft had been in the air since October.

Among the numerous questions asked of Mr. Lloyd was that concerning what agreement existed between Britain and the United States regarding the launching of hydrogen bombs from United States air bases in British territory without prior consultation, in view of the fact that the United States Air Force kept aircraft armed with such bombs in the air throughout the twenty-four hours. He recalled that arrangements for the use of the bases were confirmed in 1952. Their use in cases of emergency would be a matter for the joint decision of the two Governments. In answer to why it was necessary that the bombs should be carried on patrol duty, the Minister said he thought that if the aeroplanes were on patrol duty, denoting a state of readiness, it was absolutely right that they should be armed. He did not see anything in this position which was "contrary to the spirit of our undertakings." He would not see any difference whether American aircraft were flying from British or American bases in a state of readiness.

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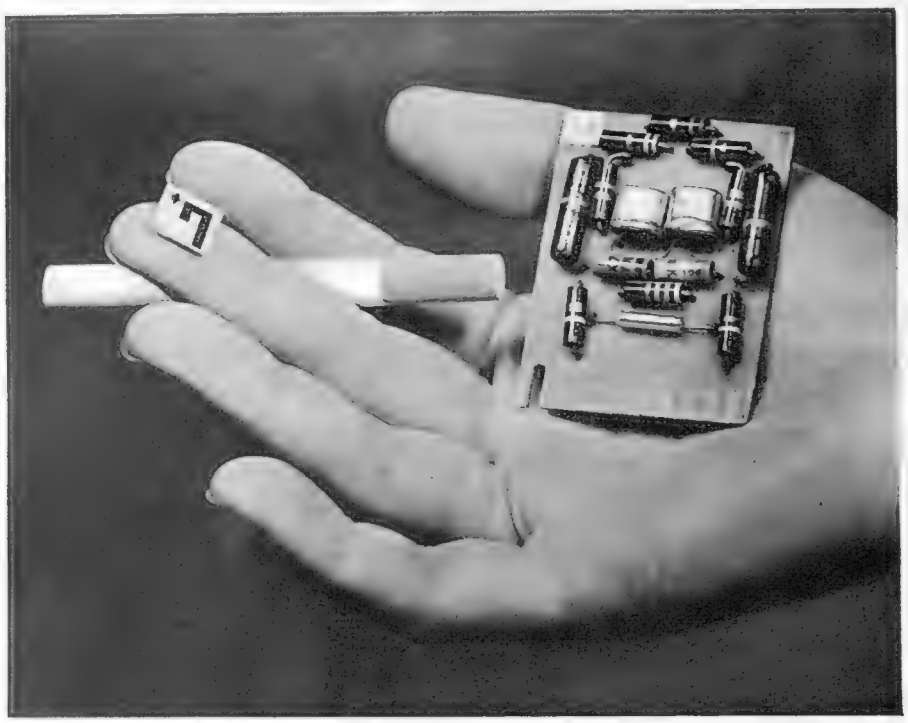
PROGRESS IN INDUSTRY AND ENGINEERING

NUCLEAR POWER PLANT

Reproduced *on the right* is a general view of an American nuclear power plant which has been built in the wide, open spaces at Pleasanton, in California. Its erection has come about after consultations between officials of the General Electric and the Pacific Gas and Electric Companies of America. The official dedication ceremony of this joint project, which is the first entirely privately-financed nuclear power plant in the world, took place towards the end of last month and was attended by representatives of both concerns. The biggest feature of the plant is a large dome cylinder which looms impressively over the site. Inside this dome is housed the boiling water reactor which has been built by the General Electric Company. Immediately in front of it is a shed which accommodates the Pacific Gas and Electric Company's turbine-generator facility. The building on the left of the site is the point from where the plant is controlled. The square construction on the right, from which two cylinders can be seen protruding from the top, is the tower for cooling condenser water.



SMALL TRANSISTOR

The tiny pieces of equipment which are attached to the square board held between the first and second finger of the right hand seen in the picture *above* is a new printed circuit transistor which has recently been introduced by the United States Army. Some impression of its minute size can be gained by comparing it with the hand and a cigarette. The new transistor, which has been developed by Dr. J. W. Lathrop, a United States Army research scientist at the Army's Diamond Fuze laboratories in Washington, will greatly reduce the size of many items of military equipment. This includes the electronic brain of guided missile aircraft. The use of the printed circuit method produces a transistor which is about one-twentieth of an inch in width and one-hundredth of an inch in height. United States Army officials hope that some pieces of equipment will be reduced to one-tenth of their present sizes through the use of the new transistor to control the flow of current in electronic circuits.

A NEW PHOTOGRAPHIC LABORATORY

A MODERN PHOTOGRAPHIC LABORATORY: This emulsion laboratory in the new Ilford building at Brentwood is equipped for the preparation of experimental emulsions

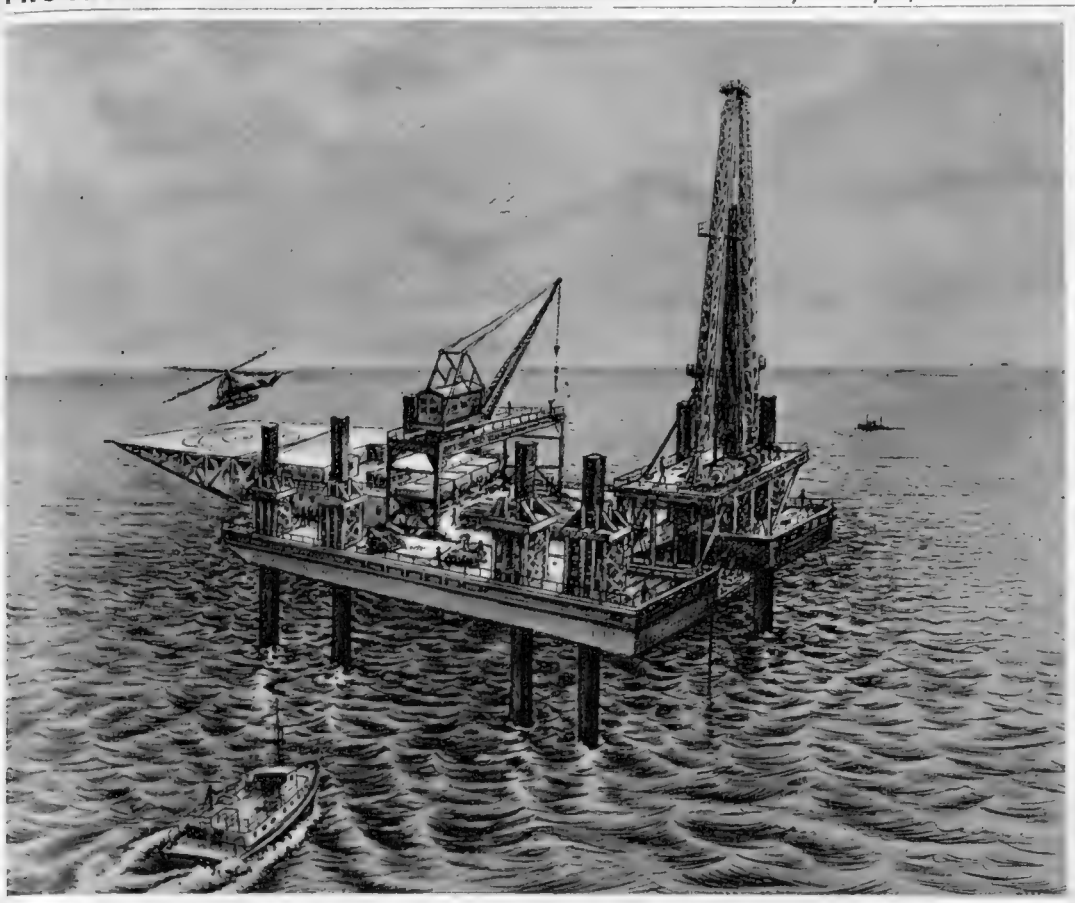
Last week the Duke of Edinburgh visited the new Ramsden laboratory of Ilford Limited at Brentwood, Essex. In this building 30,000 sq. ft. of floor space are devoted to the chemistry, physics and design of photographic materials and equipment. The laboratories have been planned functionally—the latest types of bench sink and cupboard are fitted, and a wide range of services piped in including gas, compressed air, vacuum and even distilled water.

Since a great deal of photographic research must be conducted in darkness, considerable areas of the building are blanked off from all natural light, and the scientists can protect, by the flick of a switch, all their sensitive materials by special "safe lighting." Many operations have to be carried out by touch alone.

One of the major specialised forms of research being conducted at the new Brentwood laboratory is in the processing and printing of colour photographs. Ilford claim to have been the first company to produce a postcard-size colour print for a price within reach of any amateur snapshot photographer. This was only five years ago, which is an indication of how young the colour-print industry is. Although the quality of the prints is good, Ilford are not satisfied with them, and vast sums are being spent by the company on research by a corps of scientists and technicians towards the perfection of the dyes used, and the processing equipment. But by no means is all research devoted to colour. Besides ordinary roll-film, the range of photographic products of the company is very wide, ranging from X-ray film to nuclear plates. The Ramsden Laboratory has a special emulsion section, where the chemistry of film manufacture can be considered. The scale of the section makes it possible to prepare emulsions in large batches, so as to simulate actual production methods. Another section deals with wear in films such as bending and scratching, and the problem of "grain."

THE EXTERIOR OF THE RAMSDEN LABORATORY: The general view of the new Ilford laboratory shows the main wing with the production dispatch block in the background. Last week the Duke of Edinburgh visited the works and toured the laboratory. Most of the research is in colour photography.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



A NEW DRILLING PLATFORM FOR THE PERSIAN GULF

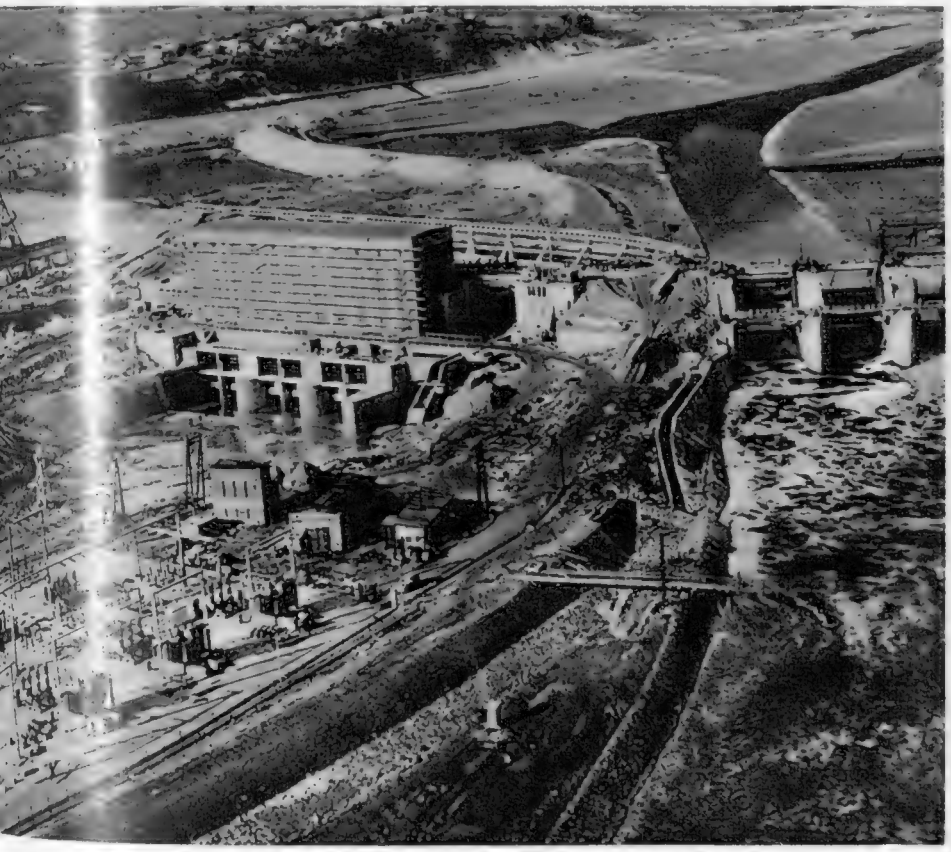
The artist's impression is of a new mobile drilling platform which has been ordered by Royal Dutch/Shell to replace the one damaged beyond repair in a violent storm off Qatar, in the Persian Gulf, on the night of December 27, 1956. It is equipped with a helicopter deck and a 75-ton crane, and is designed to withstand simultaneously winds up to 100 m.p.h. and waves 30 ft. high. The new unit is known as "MU 2"; it is being built by N. V. Werf Gusto, Schiedam, Holland, and is expected to be delivered by the end of next year.

It is intended for operations in all the Group's offshore concessions and will be of the elevator type, which has a floating hull, whereas the original platform, designed specifically for the Qatar area, floated on two loose pontoons, which were run under the superstructure when a change of position was to be made. It was this operation which was in progress last December when a sudden violent storm blew up and caused the pontoons to act like battering rams against the legs and superstructure, damaging them beyond repair.

The "MU 2" will be capable of drilling in depths of water ranging from 20 to 100 ft., and carrying equipment for drilling to 15,000 ft. A 140-ft. drilling mast, mounted on two-way sliding equipment on the main deck, will enable a cluster of wells to be drilled without moving the platform.

THE WORLD'S LARGEST FIRE ESCAPE

A recent demonstration of this giant fire escape ladder was given at Karlsruhe, in Germany. The topmost point of the ladder was considerably higher than the 14-storey block of flats used in the demonstration. The ladder can be extended to its maximum length of more than 200 ft. in two minutes, and is mounted on a 24-ton truck. One of its most important features is the cage lift, which can be seen suspended beneath the ladder. This can be used for various purposes such as lowering old or injured people to the ground, and for inspection work. The high-pressure water pump is capable of throwing a 750-gallons-a-minute jet 250 ft. into the air. Orders for the ladder, which costs about £30,000, have been given by fire brigades from several countries, whose representatives were present at the demonstration. The manufacturers are the Carl Metz Company, of Karlsruhe.



HYDRO-ELECTRIC POWER IN CZECHOSLOVAKIA

The current five-year plan in Czechoslovakia—which runs until 1960—aims at increasing industrial production by 50 per cent. To assist in the achievement of this target various hydro-electric projects are being carried out in different parts of the country. The two pictures here show progress on the electric power scheme for Southern Moravia. *Above* are seen some of the structures of the Krpelany station on the River Vah, which runs east of Bratislava, eventually joining the Danube north of the Hungarian border. Already this station, although incomplete, is reported to be working to a capacity of 1,600,000 kilowatts. *On right*—The finely curved Vir dam is one of the largest of the Czech hydro-electric projects and harnesses the waters of the River Svratka. The distance along the top of the construction is nearly 550 yards. The Vir dam not only supplies power for electricity. It also provides water for the near-by industrial town of Brno, is a protection against floods in the surrounding countryside and assists in the irrigation of Southern Moravia. The dam was officially opened at the beginning of last month.

TRAPPING THE SPEEDING MOTORIST

Experiments with a New Electronic "Clock"; Making British Motorists more "Lane Conscious"; The Automatic Hawk and other News of the World of Motoring

By "THE SPHERE" MOTORING CORRESPONDENT

THERE is usually a bit of an uproar when the police try out a new device for trapping the speeding motorist. Their recent experiments with the new Venner electronic "clock" were no exception. Yet from what the experts tell me I have a feeling that we shall see this equipment in use before very long. It is significant that the A.A. has not been half as critical of the Venner device as it was of the radar meters now in use by the Lancashire Constabulary. "We are not opposed to electronic devices as such" an official explained, "but the radar speedmeters were shown to be unreliable." The A.A. is testing the new device. The new electronic "clock" times a vehicle's speed as it passes over two rubber strips laid across the road about 6 ft. apart. This means it can be used, if necessary, on bends and other danger spots in built-up areas.

It has been the practice of the police to time motorists over a minimum distance of a furlong (220 yards) but this is not a legal requirement. Motorists as a whole are not against speed traps as such. The law has to be enforced and they themselves need protection against the dangerous or selfish driver. But usually the traps are organised on straight stretches of road where there is little danger. I for one would have no sympathy for drivers fined on the evidence of the new Venner device when used at places where it really is dangerous to do more than thirty.

I was down on the London-Portsmouth road the other morning when the Minister of Transport, Mr. Harold Watkinson, went to the Ripley area to inspect the double white lines painted on the road surface and the pictorial signs put up to educate motorists in their use. I was glad to hear him speak of the need to make British motorists more "lane conscious." There is far too much dodging about from one traffic lane to another on the roads of Britain to-day. It is particularly bad on the morning run in to the centre of London or any other big city. Cars selfishly dodge in and out, from one line of traffic to another, as if they were weaving some devilish tapestry. As the Minister pointed out, there are going to be some terrible accidents on Britain's new motor roads—when we get them—if cars switch from one stream to another at the high speeds for which these roads are designed.

Double lines will probably get legal status next autumn, after motorists have had a chance to get used to them. They will then risk a fine if they cross or straddle a double line when the solid line is nearer to them.

I should like to congratulate the Rootes Group on its automatic Hawk. Although this smart new Humber saloon has an engine of only 2,267 c.c. with only four cylinders, the Borg-Warner automatic gear-box is a valuable addition. It makes the Hawk a particularly pleasant car to drive, though I realise I am risking the tortured comments of motoring fanatics when I suggest that motoring holds any thrills when you do not have to change your own gears.

The fact is that cars with automatic transmissions still need to be driven intelligently if you are to get a smooth performance and reasonable fuel economy. Which reminds me: from my own experience, I should say the automatic Hawk uses very little more petrol—if, in fact, it does use more—than the Hawk with the ordinary synchromesh box. Depending on how you drive, you can rely on between 20 and 25 miles to the gallon, which is not bad for a big six-seater. One reason for this is the fact that in normal cruising conditions the Borg-Warner gear-box uses an ordinary friction clutch to transmit the engine's power to the rear wheels. The torque converter and epicyclic gears are completely by-passed.

With manually-controlled gear-box the new Hawk costs, with tax, £1,261 7s. The automatic transmission is £172 10s. extra.

Figures recently issued by the Ministry of Transport show that at the end of August there were 7,271,000 vehicles licensed for use on the roads of Britain. That is 508,300 more than twelve months previously. The number of cars was 4,125,600—an increase of 290,300. In case, having regard to road conditions in Britain, you are tempted to say "Far too many!" let me remind you that experts say the number of vehicles running around in Britain will double in nine or ten years if the present rate of increase is maintained.

What a horrifying thought! If everyone who holds a full driving licence to-day had a vehicle of his (or her) own, the roads would already be cluttered up with 8,066,000 cars, trucks, vans, lorries, motor-cycles, buses, taxis and three-wheelers. The number of licences has increased by 175,000 in twelve months, in spite of the suspension of driving tests as a result of the Suez crisis. It is significant that during the same period the number of provisional licences rose by 315,000 and at the end of August totalled 1,311,000.

The number of cars licensed for the first time in the nine months to September 30 last was 320,131. Of this number 82,119 were in the 900 c.c.-1,000 c.c. bracket, 57,796 in the 1,100-1,200 c.c. class and 41,554 in the 1,400-1,500 c.c. group.

I have just been reading a book which can be said to give the "lowdown" on motor sport. It is called *Alf Francis, Racing Mechanic*. It is the story of Alf Francis's motor-racing experiences as told to Peter Lewis, a well-known motoring journalist. It is published by Foulis at 25s. and would make a most acceptable Christmas present for anyone who takes a close interest in motor racing. This is the authentic inside story of the thrills, anxieties, hazards, hardships and heartaches which are the daily lot of the drivers and mechanics who go round the Continent with a motor racing "circus."

Alf Francis, born in Poland, does not mince his words when describing the many famous racing drivers and team patrons with whom he has been connected. He tells exactly why he broke with Stirling Moss after happily working for him as chief mechanic for a number of seasons when Moss was making his name in the sport

He has a lot to say about the temperamental behaviour of racing drivers; the drinking habits of some of them; the long hours worked by racing mechanics for poor pay just because they love the life; the dogged determination that lies behind the design and development of new racing cars. Alf Francis tells new anecdotes about such personalities as Reg Parnell, Peter Collins, Peter Whitehead, John Heath, George Abecassis, Alberto Ascari, Alfred Moss, Prince Bira and Louis Chiron.

A VIEW OF THINGS TO COME: The Duke of Edinburgh is driven in a special-bodied prototype of the new Bristol 406 during his recent visit to the Bristol Aeroplane Company. This car, which has the same chassis and 2·2-litre engine as the Beutler-bodied 406, was shown at the Paris and Earls Court Exhibitions. It will be available on British and overseas markets in the spring.

THE LADIES' EUROPEAN TOURING CHAMPION: Mrs. Nancy Mitchell, of High Wycombe, Bucks, is standing by the MGA in which she won this year's Liége-Rome-Liége rally. Displayed on the car are some of her rally trophies. Those shown were won in 1956 and 1957 when Mrs. Mitchell was driving exclusively M.G. cars. In the Monte Carlo Rally she will again be a member of the B.M.C. team. With Mrs. Joan Johns as co-driver, she will be driving a Riley One-Point-Five.

Have you ever thought how nice it would be if you could pop a little motor-cycle in your luggage boot for use at the end of your car journey? This is now possible. I have just seen a demonstration of the Airscooter, a tiny two-stroke machine which can be dismantled into four components in little more than a minute, stuffed inside two canvas bags and dumped in the boot of a medium-sized car. With a single gear it will cost £105 5s., tax included. With a two-ratio gear-box its price will be £111 15s. The 50 c.c. engine gives a top speed of 30 m.p.h. with one up, 25 with two on board.

The Airscooter was designed by a London business man who flies around in his own light aircraft. He says he stows the little scooter in the back of his plane and uses it when he reaches his destination airport. "I used to spend more in taxis," he said, "than the cost of the petrol used while flying."

While on the subject of motor-cycles, I should like to say I agree with the Transport Ministry's Road Safety Committee in recommending that boys and girls of fifteen should be allowed to ride mopeds (powered bicycles) so long as the engine is not bigger than 60 c.c. The Committee rightly feels that this move would enable young people to get used to light-weight motor-cycles and to acquire a grounding in roadmanship before graduating to more powerful machines. For the same reason the Committee recommends that no one under seventeen should ride a motor-cycle of more than 250 c.c. The present age limit for all types of motor-cycles is sixteen. For cars it is seventeen.

I had a new motoring experience when I went to Solihull, near Birmingham, to attend an international rally organised by the Land-Rover Owners' Club. I have driven Land-Rovers and I know what marvellous cross-country vehicles these cars are with their four-wheel drive, choice of eight gears, generous ground clearance, first-class suspension and rugged design. But I have never seen them perform so spectacularly as in a mechanical point-to-point "steeplechase" held during the Solihull rally. They charged into ditches and up the muddy bank the other side. They roared through deep-water splashes. They tackled gradients almost as steep as the side of a house. And they carried out impressive stop-and-restart tests on steep muddy slopes.

There were eighty entries for the rally, including teams from Holland (where the first oversea Land-Rover Owners' Club is being formed), Eire and Scotland.

The point-to-point was won by Mr. E. J. Hatchett, thirty-eight-year-old service manager in a Chelmsford, Essex, garage. He beat by three marks twenty-year-old Mr. R. A. S. Hibberd, a student farmer from Dorset, who put up the best performance by a private entrant. Mr. Hibberd's six-year-old Land-Rover has done 130,000 miles and is in daily use on his father's farm.

A step forward has been taken with the scheme for by-passing the Medway towns. The Minister of Transport has published the line of the proposed 25-mile-long motorway which will swing south of the London-Dover road near Strood and also by-pass Rochester, Chatham, Gillingham, Sittingbourne and Faversham. The estimated cost of the road, which will have two 24-ft. carriageways, is £10,000,000.

THE SITE OF A TWO-LEVEL ROAD JUNCTION IN CHISWICK : This traffic roundabout n Chiswick, where the Cromwell Road Extension joins the Great West Road, is the site of a new two-level road junction which, when completed, will incorporate a fly-over section of roadway about half a mile in length and a lower level roundabout approximately 400 ft. in diameter. All the traffic using the Cromwell Road Extension will pass over the lower intersection by means of the fly-over road.

A GENERAL VIEW OF THE FLY-OVER BRIDGE : Men are at work on scaffolding erected alongside a partially constructed side wall of the fly-over at Chiswick roundabout. Work on the Chiswick section of the extension started in the early part of the year. The fly-over is expected to cost £820,000 and the entire scheme is estimated to cost £2,500,000.

A NEW EXIT TO THE WEST

A Further Stage in the Construction of London's Cromwell Road Extension

Since the early part of this year work has been in progress on the construction of a fly-over section of roadway at a traffic roundabout in Chiswick, where the Cromwell Road Extension joins the Great West Road. The fly-over is part of a comprehensive scheme to extend the Cromwell Road in an effort to ease severe traffic congestion in the vicinity. The total cost of the Cromwell Road Extension, which is expected to be completed within two and a half years, is in the region of £2,500,000. The fly-over will be half a mile in length. It is the first major two-level highway scheme to be carried out in the metropolitan area since the war and is also one of the first of its kind in the country. The fly-over will be carried across the roundabout in four spans and will have a width between parapets of 59 ft. This will provide for two lanes of traffic in each direction, separated by a central island.

WORK IN PROGRESS ON THE SITE AT CHISWICK: Cranes are being used to lift some of the vast quantities of materials needed to build up the foundations of the fly-over section of road at Chiswick roundabout. Running in from the right is Cromwell Road.

BUILDING TO EASE TRAFFIC CONGESTION: Men are engaged on the construction of a side road near the roundabout at the end of Chiswick Road. The road will run underneath the new fly-over, which is part of the scheme to relieve traffic congestion.

The World of Books

VOLSTEAD VETERANS IN AMERICA

The Prohibition Era in the United States: An Admiral Joins a Literary Fashion: Chiang Kai-Shek Reviews his Chances: Epilogue to "Peter Pan"

WHEN in their wisdom the law-givers of the United States passed the 18th Amendment—the whole nation, so to speak, signing the pledge—they discovered only too soon that they had set in train a crime wave of appalling proportions. Here was a nation freed from the shackles of war and eager for a good time at any price, placing itself under Federal restraint in a way quite alien to its freedom-loving instincts.

How America responded to the challenge of Prohibition is now a matter of history, and volumes have been written about the era of the Great Gatsby, Babbitry and the life and times of Scott Fitzgerald, who, adrift himself, represented so brilliantly all that was so hopelessly adrift in the world.

Now here is another commentator on the garish scene, Scott Corbett, who, in conjunction with Captain Manuel Zora, the hero of the tale, tells the story of THE SEA FOX (Robert Hale. 15s.). Zora, of Provincetown, Cape Cod, was himself the Sea Fox. He was a smuggler for whom the Prohibition period was made to order. A few miles off the thirsty coast, and its thirstier hinterland, was Rum Row, where the ragtag fleet of old schooners and freighters gathered outside the excise limits to do business with the motor-boats and the dinghies which came to trade. The hours were short and the pay was good, but troubles were many, and Manny Zora only occasionally landed his cargoes without incident. Rum runners, gangsters, racketeers, bootleggers and corrupt politicians all strut across these pages, especially the corrupt politicians. The Volstead Veterans make a far from pretty picture; but there was just a little camaraderie about it all.

Sadly enough, it has become very much the fashion for generals to denigrate their fellow generals, often in war reminiscences which first see the light of day in a sensational Press. Sometimes the military memoralists attempt to tear to tatters a political reputation or two, although there is one Titan who apparently survives all these assaults. Now we have an Admiral entering the lists. In DESTROYER MAN (Weidenfeld and Nicolson. 18s.) Rear-Admiral A. F. Pugsley, three times awarded the D.S.O. and a famed commander of small ships, pitches into Earl Mountbatten who, as a Captain D in charge of a flotilla's night action against German ships off the British coast, is revealed as having made a big and fatal miscalculation. He is alleged to have allowed the enemy to get away after bringing about the torpedoing of his own ship. The facts of the case may be true, but they are put neither wisely nor well; they reflect on the man who has written them, and they surely cannot do anything to harm the reputation of one of the first sailors of our time. This ill-starred approach is all a great pity, because Rear-Admiral Pugsley has, in other respects, written a worth-while book.

Here is another Admiral stepping into the fray, but not this time in combative mood. Admiral Sir Charles Lambe writes the introduction to Cecil Hampshire's LILLIPUT FLEET (William Kimber. 18s.). This was a navy within a navy, the little ships which defended our harbours and coastal convoys against the Luftwaffe, rendering inestimable service; as Admiral Lambe says, they fought U-boats, E-boats, dive-bombers, and even surface raiders; they swept the channels and seaways, cleared liberated ports and harbours of every type of mine. Cecil Hampshire tells the story well, as well he might, for he was closely concerned with the formation of the Patrol Service.

Chiang Kai-Shek, cribbed, cabined and confined in his island fortress of Formosa, looks out to-day at seventy years of age across the Straits to the Chinese mainland, where once he was the tool of Soviet authority, the satellite of the Russian Borodin, and where later he became the guiding star of Nationalist China and the undisputed ruler of China's millions. In CHIANG KAI-SHEK: A SUMMING UP AT SEVENTY (Harrap. 30s.) the Generalissimo assesses the forces that confront him on the Soviet-dominated mainland, and at the same time reviews his own personal position. What are his findings? He advocates a local war in East Asia fought with conventional weapons instead of an all-out war fought with all the weapons of atomic destruction man has so patiently forged. It is certainly not a very reassuring picture, and may well lead the reader to the firm belief that Chiang's present address, which is given as Sun Moon Lake, Taiwan, is the right one.

No English Queen has ever written with quite the same facility and felicity as Queen Victoria. This is well demonstrated in Margaret Sanders' symposium, INTIMATE LETTERS OF ENGLAND'S QUEENS (Museum Press. 30s.), which ranges across the centuries from Catherine of Aragon to Victoria. For the most part she extracts passages providing entertainment and enlightenment. Victoria, even as a child, seems to have had the measure of King Leopold, Stockmar, and all the rest of them, bringing to her letters to the Belgian King, her mentor, just that shade of extravagant deference, thanking him for his "wholesome, prudent, sound and excellent advice," that must have left him wondering whether he was really in control. On the whole, this is a most rewarding piece of research, and Miss Sanders is deserving of every congratulation.

THE SUCCESSOR TO CHRISTIAN DIOR: The twenty-one-year-old Yves Laurent prepares designs for dresses in Paris. He has succeeded the late Christian Dior, who died recently, as the designer of fashions in the famous French firm. His work will be seen for the first time next month and is awaited with great interest by fashion experts all over the world. M. Dior is understood to have left no new designs.

Not all voices have been upraised in recent days in praise of Gigli, whose death has just taken place in his native Italian town in which he ended his days in well-earned retirement. Some critics have written obituaries that have tended to scale down Gigli's greatness, casting doubts here and there regarding the full musical stature of the man. It was revealing and refreshing to pick up Neville Cardus' latest volume, TALKING OF MUSIC (Collins. 16s.), and to discover the final three pages devoted to a "Rare Memory of Gigli." It is a memory of 1935 and a noble tribute to this lyrical tenor. *Talking of Music* is eloquent, as we would expect it to be from this fine writer in the "Guardian" tradition; it has something for everyone, professional musicians and amateurs of good music. The author's pungent comments on the twentieth-century scene are not to be missed.

Mary McCarthy's MEMORIES OF A CATHOLIC GIRLHOOD (Heinemann. 21s.) is just what one would expect from this richly talented writer; it is witty, polished and creatively intelligent, building up the picture of life in Minneapolis in the hands of her guardians and at Seattle, where she was educated at the Convent of the Sacred Heart. Her memories are a document in social history and a warm and amusing portrait of the artist as a young woman. She is the keenest of observers, but always tolerant of others and delighting in their lives.

In 1893 the licencer of plays refused a licence to Oscar Wilde's *Salome*, but it was printed in French in the same year and produced in Paris by Sarah Bernhardt in 1894. Later it was translated from the French into English by Lord Alfred Douglas. Now translated afresh by R. A. Walker, who writes the introduction, SALOME (Heinemann. 30s.) makes its appearance with the famous illustrations of Aubrey Beardsley. This is a fine edition of a one-act play which led Robert Ross to say "*Salome* has made the author's name a household word wherever the English language is not spoken."

J. M. Barrie wrote an epilogue to *Peter Pan* in response to the many requests he received to tell what happened to Wendy when she grew up. It has only once been staged, at the close of the performance of *Peter Pan* at the Duke of York's on February 22, 1908, and it has not until now been published. WHEN WENDY GREW UP (Nelson. 7s. 6d.) has a foreword by Sydney Blow, who gives us some of his own vivid memories of Barrie.

Richard Edmonds.

It is presumably fortuitous that THE COMPLETE WORKS OF NATHANIEL WEST (Secker and Warburg. 25s.) have been published in the Christmas season. Their appearance at any time would be important. West was an American who was killed in a motor accident in 1940 at the age of thirty-seven. His works consist of four novels: *The Dream Life of Balso Snell, Miss Lonelyhearts, A Cool Million* and *The Day of the Locust*. They are much more than bitter, and often very funny, satires on his contemporary America, for West was possessed of a profound sense of compassion. Perhaps the reason for him not having been recognised until now is, as Alan Ross says in his introduction, because his ruthless portrait of his times was too near the bone.

America impinges on our society in almost every aspect, from politics to entertainment. But few of us can claim to know much about the history and evolution of the United States. Sixty members of the Society of American Historians have set out to repair this defect in THE AMERICAN STORY (Allen and Unwin. 30s.). Under the editorship of E. S. Miers, the contributors in short essays take the reader from Columbus through the Colonial period, the War of Independence and the Civil War to the present age of the atom. Numerous contemporary prints and photographs accompany the text and the recipient of this volume need have no fear that he is going to find it heavy reading.

For the serious student of art A DICTIONARY OF ABSTRACT PAINTING, by Michel Seuphor (Methuen. 42s.), will be very welcome. It is nearly fifty years since Kandinsky and others launched the Abstract Movement. The shapes, angles, designs and colours of the abstractionists—many are reproduced in this book—have long been accepted as a contemporary trend and probably in another fifty years abstract art will be regarded as old-fashioned. So those who like to keep up to date may also find this most informative dictionary rewarding.

FOR ALL TASTES

Books For Presents or on Book Tokens

Now for new editions of two very favourite classics, one for adults, the other for children. THE DECAMERON, translated by Richard Aldington (Elek Books. 25s.), is the first in a new series *Masterpieces of World Literature*. The tales, told 600 years ago by the gallants and their ladies to pass away the time while sheltering from the plague in Florence, are often spoilt by stilted translation. Mr. Aldington has set out to give Boccaccio's prose in a thoroughly modern style, without losing the humour of the original. He succeeds admirably.

Aladdin, Ali Baba, Sindbad, and all the others, were characters created for a most sophisticated and adult audience. However, for centuries they have been the delight of children. Amabel Williams-Ellis in her selection of THE ARABIAN NIGHTS (Blackie. 15s.) ensures a continuation of their popularity. There are notes on sources and history and Pauline Baynes' illustrations—some in colour—make this an ideal gift.

It is not necessary to point out that Rupert Croft-Cooke's PORT (Putnam. 21s.) is most seasonable. As the author points out, "Port is a part of English life." He relates its history, how the grapes are harvested and the wine is shipped and devotes chapters to vintage and tawny port. Besides advice on buying and storing the wine, there is a wealth of port anecdote, both personal and historical. One class of person only should not be considered for this book—sufferers from gout forbidden to drink.

Of all drinks in England, beer is without doubt the most popular. "The Local" is a part of most people's lives. Yet how much does one know of the history of one's favourite pub? THE OLD INNS OF LONDON (Batsford. 21s.) is by Louis T. Stanley. He has roamed through many districts and lists over 100 inns, giving for each information about its history and its specialities. Of course there will be some who will object because their own particular pub has been omitted and in one instance Mr. Stanley writes of an inn which no longer exists. Nevertheless, for those in doubt, here is a splendid present for the men of the family.

Three novels in one volume are offered by Michael Joseph at 12s. 6d. They are *Doctor in the House*, by Richard Gordon; *One Pair of Hands*, by Monica Dickens; and *Brothers in Law*, by Henry Cecil. Each was a best-seller in its time and still makes light, if sometimes facetious, reading. One wonders why the publishers have chosen to give the collection the over-all title of *Famous Books of Today*. None can claim to have the enduring quality necessary for fame and Miss Dickens' story of her adventures as a maidservant, first published in 1939, definitely dates to-day.

C. D.

NEW PRODUCTIONS FOR CHRISTMAS

The West End Prepares its Seasonal Entertainment

A BROADWAY COMEDY : *The Tunnel of Love* has opened at Her Majesty's Theatre. In this scene are, left to right, Ian Carmichael, Barbara Murray, Dilys Laye, William Franklyn and Charlotte Mitchell. The play, based on a successful novel by Peter de Vries, was adapted by the author and Joseph Field. It is one of the current successes of the New York theatre season where Tom Ewell is playing the leading part.

IAN CARMICHAEL'S RETURN TO THE WEST END STAGE: In this scene from *The Tunnel of Love* he stands behind William Franklyn and Charlotte Mitchell. The plot is concerned with the efforts of a childless couple (Ian Carmichael and Barbara Murray) to adopt an infant. William Franklyn and Charlotte Mitchell play their more prolific neighbours, and Dilys Laye is a glamorous young lady representative of a child adoption society. Ian Carmichael plays the leading part with the same refreshing charm and good humour which have characterised his performances in three recent films he has made for the Boulting Brothers. The London production of the play is directed by Robert Morley, and Reece Pemberton was the designer of the set.

ANOTHER MARITAL COMEDY: Hugh Williams as an expectant father and Edith Sharpe as the family Nannie in a scene from *The Happy Man*, at the Westminster Theatre. The play is by Hugh and Margaret Williams, whose *Plaintiff in a Pretty Hat* was staged last year. *The Happy Man* is concerned with a husband's ordeal waiting for his wife to give birth and the jealousies of the women in the house.

On left—

MARRIAGE WITH COMPLICATIONS: Ian Carmichael hands a coffee cup to Barbara Murray, who plays his wife in this scene from the American comedy at Her Majesty's, *The Tunnel of Love*.

STARRING IN A COMEDY BY A CANADIAN: Jane Baxter, in *Be My Guest* at the Winter Garden Theatre, plays the part of a widow who lets her flat while she goes on a holiday. Also in the cast are Dennis Price, as the ill-chosen tenant, Leslie Nunnerley as the widow's daughter, Gordon Tanner, Peter Sallis and Margery Weston. This new play has been written by the well-known Canadian playwright Mary Jukes, and its London presentation is by Anna Deere Wiman, who is in management with Sam Wanamaker's New Shakespeare Theatre venture at Liverpool. The director of *Be My Guest* is Antony Dawson, and the settings for the play are by Hutchinson Scott.

THE ARRIVAL OF A BAD TENANT : Dennis Price as an ill-chosen occupant of a widow's flat is greeted by her daughter, who is played by Leslie Nunnerley, in a scene from *Be My Guest*.

THE HOGARTH PUPPETS ARE PREPARED: Jan Bussell (right) helps the Canadian sculptor Peter Carter-Page to assemble the cast of the puppet production of *The Water Babies*, which opens on Wednesday at the Lyric Opera House, Hammersmith. It is believed that this will be one of the most ambitious puppet shows ever. There are more than forty characters in the adaptation of Kingsley's story by Catherine Scales, originally written as a normal production with live actors. Olive Salter has composed special music, and the production and the 3-ft.-high puppets are under the direction of Anthony Besch. Many performances will be in the mornings and afternoons.

POUSADAS DE TURISMO

TOURIST INNS IN PORTUGAL

Natural Charm
Exquisite Taste
Rustic Beauty

NESTLING in the green valleys or on the brown wooded hills in pastoral grace stand the Portuguese 'pousadas' of the National Secretariat of Information. Constructed in the style of the chosen region, each one is as unique and enchanting as the surrounding nature. Here the traveller may repose from one to five days in honest comfort and tranquillity flavoured with Portuguese lore and hospitality. A stop-over will provide the glow of a friendly fire, hearty regional dishes, a soft, warm bed, combining with the nostalgia and peace of the majestic countryside. For those seeking a restful atmosphere or an amical gathering the 'pousadas' offer a cordial welcome.

Other pousadas are planned for the future and, for the numerous visitors coming to Portugal throughout the year, the many 'inns' faithful to the Pousada tradition demonstrate the wide and varied appeal of the vivid landscape.

POUSADA DE SANTO ANTÓNIO—Serĕm (Coastal Vouga Valley) on the Lisbon-Oporto National Highway, near the village of Serĕm (Agueda). Situated 7 miles from Agueda and 3 miles from Albergaria-a-Velha. Altitude: 210 feet.

POUSADA DE SÃO BRÁS—São Brás de Alportel (Algarve). On the 'Serra do Caldeirão,' near the National Highway, 3 miles from São Brás de Alportel, 11 miles from Faro and 190 miles from Lisbon. Altitude: 1200 feet.

POUSADA DO CASTELO—Óbidos (Estremadura). In the castle of the walled town of Óbidos, which lies on the Lisbon-Caldas da Rainha Highway, going through Torres Vedras and Bombarral. Situated 5 miles from Caldas da Rainha, and 75 miles from Lisbon. Altitude: 225 feet.

POUSADA DE SÃO GONÇALO—Marão (Alto Douro). Between Amarante and Vila Real, at Bela Vista, near Alto de Espinho, on the 'Serra do Marão.' Situated 14 miles from Vila Real, 16 miles from Amarante, and 57 miles from Oporto. Altitude: 3400 feet.

POUSADA DE SÃO LOURENÇO—Serra da Estrela (Beira Baixa). Between Manteigas and Gouveia, situated 9 miles from Manteigas, 16 miles from Gouveia, and 2 miles from Penhas Douradas. Altitude: 4500 feet.

POUSADA DE SANTA LUZIA—Elvas (Alto Alentejo). Outside the city walls, near the Borba-Badajoz Highway. Situated 7 miles from Caia (Spanish border) and 131 miles from Lisbon. Altitude: 960 feet.

POUSADA DE SÃO MARTINHO—Alfeizerão (Estremadura). On the Lisbon-Oporto National Highway between Caldas da Rainha and Alcobaça. Situated 2 miles from São Martinho do Porto, 8 miles from Caldas da Rainha, 10 miles from Alcobaça, 65 miles from Lisbon. Altitude: 300 feet.

POUSADA DE SÃO TIAGO—São Tiago do Cacém (Baixo Alentejo). Lying on the Lisbon-Algarve National Highway, situated 11 miles from Sines, and 88 miles from Lisbon. Altitude: 660 feet.

POUSADA DO SÃO JOÃO BAPTISTA BERLENGAS—The Berlengas Islands. Situated 60 miles north of Lisbon, opposite Óbidos, some 25 miles away.

POUSADA DO BARÃO DE FORRESTER—At Alijó (Alto Douro) in the region where port wine comes from. Situated 25 miles from Vila Real and 9 miles from Pinhão.

For further information, consult the CASA de PORTUGAL, London; CASA de PORTUGAL, New York; CASA de PORTUGAL, Paris; SOLAR de PORTUGAL, Brussels; CENTRO PORTUGUES DE INFORMACOES, Geneva; CENTRO PORTUGUES DE INFORMACOES, Rome; SECRETARIADO NACIONAL DA INFORMACAO, Lisbon.

PORTUGAL TO-DAY

A RESIDENTIAL AREA OF LISBON: Blocks of modern flats and dwellings stand on rising ground above the River Tagus. The view is from the dome of the Basilica da Estrela, a baroque church which was built at the end of the eighteenth century soon after the Great Earthquake had destroyed large areas of the capital. To-day Lisbon, with its air of civic pride and order, reflects the spirit of the Portuguese people, who are determined to live as well as they can within the limits of their moderate resources.

PORTUGAL'S PLACE IN THE MODERN WORLD

By F. BRABY HILLS

ASK the average Englishman what he knows about the Portuguese and he will reply that they are our oldest allies and exporters of sardines and port wine. He would probably not remember (if he ever knew) that as far back as the year 1352 King Edward the Third issued a Royal proclamation ordering his subjects never to harm the Portuguese; nor that nearly sixty years earlier still, in 1294, a commercial treaty was made between King Dinis of Portugal and Edward the First of England.

Yet any Englishman is instinctively aware of the fact that the two countries have been friends for centuries. The average Portuguese is even more aware of it, but he could not say any more confidently than his English counterpart by what miracle the friendship has survived and, in Canning's words, "been maintained under difficulties by which the fidelity of other alliances was shaken."

In the year 1147 the first King of Portugal, Affonso Henriques, captured Lisbon from the Moors. He was aided by a body of crusaders who were on their way to the Holy Land, and among whom were a large number of Englishmen. One of them, Gilbert of Hastings, became first Bishop of Lisbon. Threatened by the expanding power of Castile in the fourteenth century, Fernando the Fourth of Portugal signed with Edward the Third the "Treaty of Alliance and Friendship" of June 1373, the first of a long series of formal agreements which together make up the Anglo-Portuguese alliance as it stands to-day. Just over twelve years later, English archers fought with the Portuguese at the Battle of Aljubarrota: it was a battle that, for the time being at any rate, assured Portugal's independence from Castile.

The Portuguese remember these things, so to them the English have always been there—a reliable people, loyal allies in troubled times and, after making some allowances for their enterprising and frequently ruthless trading methods, relatively easy men to get on with. Above all, the English seemed to like them, which is a great virtue in the eyes of the Portuguese. Among their best-known proverbs is the one which says *amor com amor se paga*, love repays love.

The population of Portugal to-day is fewer than 9,000,000, but that is nine times what it was in the fifteenth century when it bred a race of formidable men who opened up the ocean routes to explore and colonise some of the most distant parts of the globe. One of those men was the half-English prince, Henry the Navigator, son of Phillipa of Lancaster and, through her, grandson of John of Gaunt.

By the time Prince Henry died in 1460 Portuguese commerce with the west coast of Africa was well under way. In 1482 Diogo Cão reached the mouth of the Congo River: still to be seen there are some stone landmarks bearing the royal arms of Portugal. Ten years before Vasco da Gama rounded the Cape of Good Hope two Portuguese had crossed Africa by land, and one of them went on to India. Before the end of 1499 Vasco da Gama was back in Lisbon after also having reached India. The great exploit, which had cost him half his crews, was a turning point in European history, and the story of Portuguese India is not yet ended. By the early sixteenth century the Portuguese were in Malaya, China and Japan.

PRIME MINISTER FOR TWENTY-FIVE YEARS: Dr. Antonio de Oliveira Salazar has been in control since 1932.

PRESIDENT OF PORTUGAL: General Francisco Craveiro Lopes was inaugurated as Head of State six years ago.

Their two most distant provinces, whose representatives sit to-day in the National Assembly in Lisbon, are Timor, part of a little island a few hundred miles north-west of Darwin, Australia, and Macao—that curious oasis of western "imperialism" which is part of the mainland of, and lives at peace with, the People's Republic of China. Finally, mention must be made of Brazil, which was discovered and colonised in the year 1500. The Republic of Brazil to-day has a population of well over 50,000,000 Portuguese-speaking inhabitants.

Many explanations of the growth and decline of the Portuguese Age of Discoveries have been put forward from time to time, but none has been regarded as conclusive. As a people they are capable of great patience and perseverance, yet there is a strong vein of

(*Continued on following pages*)

THE PORTUGUESE SCENE—OLD AND NEW

Yan, Casa de Portugal

SPANNING THE RIVER DOURO: The two-storied D-Luis bridge links the industrial city of Oporto with Vila Nova de Gaia, the famous port wine centre. It was built towards the end of the last century by the French engineer Alexandre Eiffel, of Eiffel Tower fame. The upper roadway is 566 ft. long and 200 ft. above low water-level.

THE ROYAL PALACE OF PENA: It stands at an altitude of over 1,600 ft. outside Sintra. Romantic in style, it commands magnificent views of the Tagus estuary and the Atlantic.

Yan, Casa de Portugal

THE KING EDWARD THE SEVENTH PARK IN LISBON: It commemorates the visit of the British monarch to the Portuguese capital in 1904. A plaque recalling her great-grandfather's stay in the city was unveiled here by Queen Elizabeth during her State visit earlier this year. In the centre is the statue to the Marques da Pombal, who rebuilt Lisbon after the Great Earthquake of 1755. In the left background are seen the ramparts and towers of the Castle of St. George, the Patron Saint of Portugal.

PORTUGAL'S PLACE IN THE MODERN WORLD

(*Continued from previous page*)

fatalism in their character. Mr. C. D. Ley, a well-known authority, says they have no flattering illusions about life and goes on to add that "one can easily understand how men of such a country could gain a world by continued and sustained effort and yet lose it easily without greatly troubling about its loss."

The story of their Golden Age is enshrined, in majestic language, in one of the world's greatest epic poems, "The Lusiads" of Luiz de Camões, who died in 1580—the year in which a declining Portugal fell under the domination of Spain. Since Camões there has been no internationally famous figure in Portuguese literature; nor has there been a painter of the stature of the fifteenth-century Nuno Gonçalves whose historical triptych was among the Portuguese art treasures exhibited in London in 1955.

The one really distinctive feature of the country's architecture, the "Manueline," belongs also to the Golden Age; indeed, it has been called "The Style of the Maritime Discoveries" by Professor Reynaldo dos Santos, probably the foremost living Portuguese art authority. One English writer has said of it that it is, above all, a fantastic decor. It is grafted on to the twelfth- and thirteenth-century Romanesque, and later Gothic, in *motifs* that speak of the sea and of strange distant lands—animals, flowers, leaves, fruits, ships and, most recurrent of all, cables.

One turns from the exuberance of the Jerónimos Monastery in Lisbon to the austere functionalism of, say, the huge new hospital and asks can these be creations of the same people?

A remark one has often heard applied to contemporary Portugal is that she is "outside the mainstream of history." It is epigrammatic, facile and misleading. As it flows to-day, that particular mainstream is turbulent and perilous, and any nation that refrains from further agitating it is something to the good. The truth is that as a member of the United Nations and of most of the western organisations Portugal faces up, with complete dependability and at no inconsiderable material cost, to her international obligations. She is implacably anti-Communist, but if one seeks to know more about her attitude towards international trends one must turn to the infrequent pronouncements of her Prime Minister, Dr. Antonio de Oliveira Salazar.

This is not an easy task since his speeches are rarely reported in the foreign Press. They almost invariably assume the character of a highly personal appraisal of events and motives; delivered in a rather thin, high-pitched voice, devoid of all the arts of oratory, they strike the ear as calm, detached, objective exercises in philosophical thinking aloud. They have no impact on mass audiences—they are not intended to have. They are statements, declarations of faith, deeply pondered and carefully prepared. To get their full purport they must be studied with equal care—in print: the Press always gives them in full. Whether one agrees with them or not there is never any doubt that they are the work of an uncommon man.

Dr. Salazar is certainly an authoritarian, but he is demonstrably different from the dictators with whom he

AN EXAMPLE OF THE "MANUELINE" ARCHITECTURE OF THE FIFTEENTH AND SIXTEENTH CENTURIES: The Royal Palace of Sintra was built in Moorish-Gothic style by two kings, and dominates the central square of the city. Its prominent exterior features are the two conical chimneys and sculptured stone windows.

A TYPICAL PORTUGUESE WINDMILL: Its sails, seen here furled, are of canvas. The pegs on the ropes are instruments which send out sounds by which the speed of the turning sails can be gauged.

THE THIRD LARGEST CITY OF PORTUGAL: Setubal lies in a curved and sheltered bay. It is an important fishing port with attendant canneries. In centre, boats are moored in the dock. With 44,000 inhabitants, Setubal is Portugal's third largest city, but lags far behind Lisbon and Oporto in size of population.

has often been compared. He has never been a threat to the peace of the world; he has proved himself a master of the art of government without firing squads; he hates the limelight and is rarely seen in public. Above all, he is still alive—and he has been in control of Portugal for a quarter of a century.

The present political system has been, and still is, the subject of much debate and not a little criticism. Dr. Salazar, its creator and all-pervading spirit, would be the last to claim that it has succeeded completely, or to deny that there have been defects, failures and abuses. But no fair-minded observer with any knowledge of the Portugal of the first quarter of the twentieth century could but admit the fact of the country's material and social regeneration since then. The standard of living is low by many western comparisons; there are still extremes of wealth and poverty and a problem of seasonal under-employment, solution of which waits upon a slow, though steadily progressing, process of industrialisation.

Portugal's finances have been balanced and stable for many years now, and the Escudo is a "hard" currency. Between 1930 and 1950 illiteracy among children in the age group seven to eleven years fell from 73 to 20 per cent., and it is now lower still. Lisbon and Oporto are fine modern cities; in both of them, as in the smaller towns throughout the country, there has been much reconstruction and expansion. The new residential suburbs of the capital spread out in all directions. They have wide, clean streets, gaily-coloured houses and blocks of flats, small, brilliantly-lighted shops and, in general, an over-all air of civic pride and order wholly in keeping with the outlook of a peaceful and hardworking people determined to live as well as they can within the limits of their modest resources.

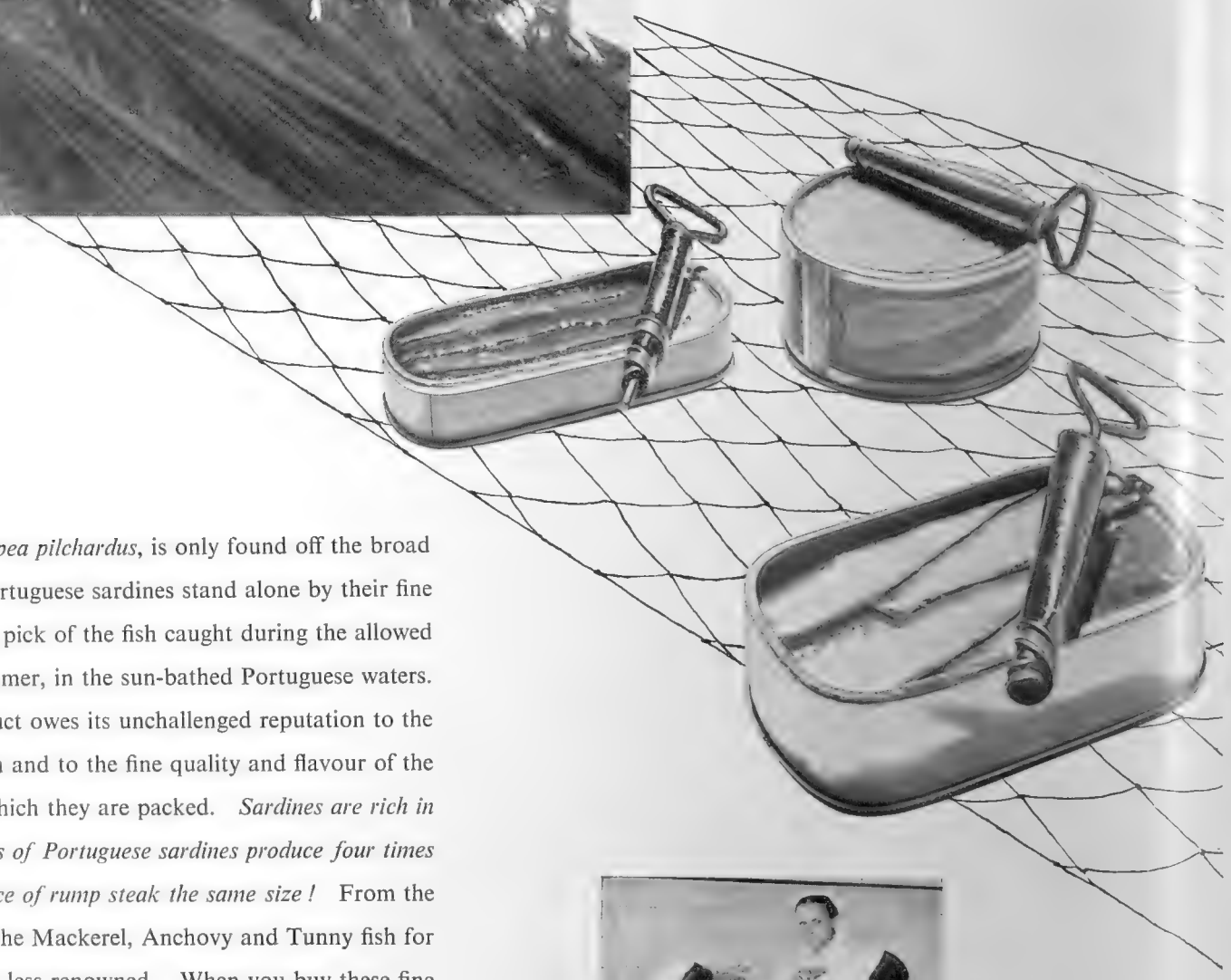
With meticulous planning and that native patience and perseverance to which allusion has already been made, a range of different categories of houses was devised and built to meet the varying needs and means of the people. They vary from what are known as "low-priced" houses which can be purchased over a period of from twenty to twenty-five years at an average interest charge of 1.75 per cent., to houses for rent to the very poor at from 40/100 Escudos (that is from ten to twenty-five shillings) per *month*.

The new schools, roads and bridges, the modern hydro-electric power stations, the new hospitals and clinics and the many nascent industries are further indications of the progress that is still under way. Much of it is the fruit of the National Development Plan whose scope embraces both the home country and the provinces overseas, notably Angola and Mozambique.

These two African provinces contain or could be made to produce most of the natural resources which Portugal herself lacks, including oil: they are already the scene of many development schemes, completed or under construction. There is no doubt they will be able to contribute much to the national economy.

Dr. Salazar has shown himself to be more alive than most western statesmen to the role that Africa will be able to play in the future development of Europe. Characteristically, however, he expressed the view a few years ago that it would be unrealistic to think of building up the African continent on any short-term plan: in his view it would take a long time . . . a very long time indeed.

Portugal's *harvest from the Sea*



The genuine sardine, *Clupea pilchardus*, is only found off the broad Atlantic shores, and the Portuguese sardines stand alone by their fine quality. They are the pick of the fish caught during the allowed season, mostly the summer, in the sun-bathed Portuguese waters. This first-class product owes its unchallenged reputation to the superiority of the fish and to the fine quality and flavour of the Portuguese olive oil in which they are packed. *Sardines are rich in vitamins. Four to five ounces of Portuguese sardines produce four times the energy as a piece of rump steak the same size!* From the same sunny waters come the Mackerel, Anchovy and Tunny fish for which Portugal is no less renowned. When you buy these fine table delicacies, always look for the words **" PACKED IN PORTUGAL."**

Industry is up-to-date in PORTUGAL

Photographs taken in one of Portugal's many canning and packing factories. Spotless hygienic conditions like these ensure that Portuguese canned fish arrive at your home in the finest possible condition.

Yan Casa de Portugal

RAILWAY CONSTRUCTION: At this factory near Lisbon, railway carriages are built and assembled. The building of bodies for trains and motor-coaches has progressed greatly during the last twenty years.

PORTUGAL TO-DAY

FINANCIAL STABILITY AND ECONOMIC PLANNING

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Yan Casa de Portugal

A BRITISH POWER PLANT IN PORTUGAL: This picture of the dam and power station at Castelo do Bode, on the River Zezere, was taken during its construction some years ago. Part of a Portuguese Government scheme to harness available water power, the project was carried out by the British companies, English Electric and Metropolitan-Vickers, acting jointly. It was the first of four dams across the Zezere.

ANY Englishman who hears that Portugal's main economic problem is to combine financial stability with industrial growth is liable to reflect that this is where he came in. That is Britain's main problem to-day, too, and has been since the war. The difference is that while this country has comfortably achieved the growth but has failed to manage the stability, Portugal has an unexcelled record of financial stability but has found it difficult to achieve a sufficient rate of economic growth. To provide a firm foundation for that growth is the aim of the six-year development plan for basic industry, services and agriculture upon which the Portuguese *Estado Novo* is at present engaged.

Portugal is probably the only national economy that has ever been run by an economist: and since this Professor of Economics, Dr. Salazar, has had virtually absolute power for the last quarter of a century, it is rather as if Plato had been suddenly created a philosopher-king and given the job of governing his ideal Republic.

Dr. Salazar's Republic is a pastoral economy heavily dependent upon international trade, with no great pretensions to extreme self-sufficiency: yet it is at present fostering the growth of quite a wide selection of indigenous industries. In no sense is Dr. Salazar any kind of a Socialist: yet the capital for this industrial development is coming to a very large extent from the Portuguese State, so that some of these developments have begun, at least, as nationalised industries. These paradoxes of a not-very-rich country determined to raise itself by its own boot-straps might seem more familiar in Asia or South America than in Europe: and though Portugal is the centre of a major colonial system, it is not too proud to call itself "an under-developed country."

This compact, rectangular Republic, the western fifth of the Iberian Peninsula, has been impelled towards industrialisation by a dilemma common to other agricultural economies—surplus population. Both on the small family farms of northern Portugal and on the prairie estates to the south, there are more young people than agriculture can economically absorb: the country's population has risen by a third since 1920 and, in spite of considerable emigration to South and North America, is rising steadily. Although 41 per cent. of the population work or depend on farming, in bad years Portugal has had to import large tonnages of wheat; and though its fishermen range as far north as Greenland, and sardines remain one of the country's main exports, some of the cod that its peasants dry into *bacalhau* will be bought from abroad.

Yan Casa de Portugal

ONE OF THE LARGE COTTON FACTORIES IN THE NORTH OF THE COUNTRY: It is in the region of Oporto. This industry employs the most man-power in the country, as there are considerable exports to overseas Portuguese provinces in Africa and elsewhere. The other countries importing the goods from Portugal include France and several of her overseas possessions, Denmark, Norway, Tangiers, and the United Kingdom.

Some of Portugal's primary exports are highly vulnerable to shifts of fashion or of prosperity abroad, such as sardines and port wine (for which Britain's demand, in particular, is far below the pre-war level). Others are affected by the political and strategic scene; international tension or war means a boom in demand for wolfram. Cork and rosin are in steadier demand; Portugal's trade now meets some competition from artificial substitutes; but its producers have been equal to this particular challenge, bringing in new techniques and exporting a growing proportion in manufactured forms.

Ever since the war, Government policy in Portugal has been directed towards strengthening the industrial base of the country. The core of this development plan, which began in 1953, and of earlier projects, was the development of hydro-electricity from the rivers of the north. Two British companies, English Electric and Metropolitan-Vickers, trading together as "the British group," were responsible for equipping stations at Castelo do Bode and Cabril, on the Zezere, which joins the Tagus, and at Vila Nova, on the Cavado River, in the extreme north.

The current development programme, which is due to end next year, has seen the beginning of hydro-power development on the Douro: a series of dams are to be built on the "International Douro," where the river turns north and forms the frontier with Spain, with both countries sharing the capital investment and eventually the electricity generated. Portugal is liable to droughts that can cut back power from the hydro stations; so a thermal power station is being built at Tapado de Outeiro to burn low-grade coal from the

(*Concluded on following page*)

PORTUGAL TO-DAY

FINANCIAL STABILITY AND ECONOMIC PLANNING

(*Continued from previous page*)

fields near Oporto. About a third of all the capital invested inside metropolitan Portugal under this six-year plan has gone into the development of power.

Another third has gone into the improvement of the country's communications—electrification of railroads, development of Lisbon, Leixoes and other ports, and the expansion of the country's shipyards. Portugal has perhaps the proudest seafaring tradition of any country; but to-day its own ships handle only about 40 per cent. of the cargo and passenger traffic that passes through its ports. Under the six-year plan, provision was made for the building of two large tankers, one of which has been laid down at the naval yard of Alfeite, and a passenger ship for the Africa route; details have now been published of a ten-year programme for twenty-four new ships, costing some £45,000,000, including two ships to run on a new service between Portugal and the United States.

Planned development of basic manufacturing industries includes the enlargement of the State-sponsored oil refinery near Lisbon to a capacity that will be able to refine nearly all the country's petroleum products; a plant at Leixoes that will make steel, for which the main contract has been awarded to a German consortium, though it is possible that the rolling-mill contract may come to Britain; expansion of cellulose and fertiliser output; and the installation of a new paper plant based upon the processing of straw to complement the wood-pulp paper factory already built.

The substantial degree of ownership that the State has acquired in some of these new enterprises, somewhat ironically, may be something of an embarrassment to a Prime Minister who is fundamentally conservative, with a profound distrust of the encroachment of governmental power. But, as Dr. Salazar explained at the outset of this plan, "We were offered the alternative of either waiting until private individuals start along the road that must be trodden in order to satisfy the general need, or taking the initiative in undertakings that would normally be inappropriate to governmental activity."

Yan Casa de Portugal

MINERAL WEALTH: Wolfram is separated from ore at the Panasquera mine, in Central Portugal. The Portuguese subsoil contains a variety of mineral deposits, as does the overseas Province of Angola.

Yan Casa de Portugal

CORK AND SARDINES: *Left*—Virgin cork is being packed for export at one of the factories south of the River Tagus. The bark is taken from the tree every nine years. *Right*—Sardines are handled and packed with the utmost care. The picture shows the first handling of the sardine catches, during which they are divided according to size; they subsequently undergo the first of the cleaning operations.

Yan Casa de Portugal

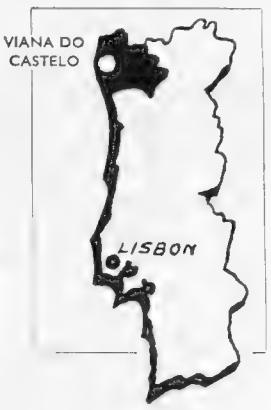
LOOKING DOWN ON THE PETROL REFINERY ON THE OUTSKIRTS OF LISBON: It processes crude oil brought to Portugal by a large fleet of tankers, mainly from Venezuela and more recently from the Portuguese overseas Province of Angola. The refinery was built about ten years ago, but has since been enlarged.

People with capital in Portugal seem to prefer to keep it liquid or to own property—though one might expect the stability of prices that the Salazar regime has achieved, and the assistance that the State offers to new industrial enterprise, to attract them into industrial investment. Gradually, this is happening: the regime is ready and anxious to sell out its interests to the private *entrepreneur* when he is ready to take over the responsibility. The situation in which a Government begins industrial enterprises and sells them later to the private owner may sound a little paradoxical to the Englishman; but it is worth remembering that this was the original foundation of industrial Japan.

For Portugal as for Britain, the advent of the Common Market in Western Europe has presented certain problems: it is not yet clear whether the Republic will decide to become a full member of the wider Free Trade Area. Portugal is opposed to Britain's proposal that agricultural products should be excluded from the free trading provisions: although some of its major exports such as cork, rosin and perhaps canned fish are too strongly in demand to be hurt by freer competition within its European markets, its wine exports might be vulnerable if they are not offered the free tariff that it is asked to accord to manufactured goods from the rest of Western Europe. Bereft of protection, moreover, its new industries such as iron and steel would be subject to competition from cheap imports.

Some arrangement may emerge: the chance of a central investment fund offering foreign capital for Portuguese enterprise, for example, might be attractive. But the special brand of *corporatisme d'association* that this country has built up over the years seems certain to be maintained. Portugal has never offered its regime as a political formula for export: but equally it is unlikely to abandon any of its benefits for trading advantages.

VIANA do CASTELO



The Jewel of the North-West of PORTUGAL

At the estuary of the graceful Lima River, bathed in emerald green against the blue azure and the russet brown of the rolling hills, lies the ancient city of Viana do Castelo, founded in 1156. Renowned as the birthplace of the Nation, this city is one of the loveliest of Portuguese towns, distinguished by its beauty and its many-styled cathedrals, historic pageantry and embroidery of bright colours. Of special interest are the Town Hall (Paços do Concelho) with its arcades and fountain (16th century), the Misericordia building in the Renaissance style and the Parish Church with its two towers and rose windows in Romanesque style. From the heights of Mont Santa Luzia, reached by lift, the splendid panoramic view of 'The Princess of the Lima' (Viana do Castelo) and Minho Province unfolds before the spectator's eyes.

The Minho Vira and other dances of the province display the vigour and gaiety of the people. Each province has its own characteristic dances and the colourful costumes whirling under a sunny sky are a symbol of the happy heart of the Portuguese people.

The splendour of the near-by region

BRAGA. 'Brachara Augusta' of the Romans is a town of ancient origin and the capital of a very fertile region. Some of its monuments are of marvellous interest, and the Cathedral (seventeenth century), the Archbishop's Palace, the Chapel of the Coimbras and the Monastery of the Tibães are among the most outstanding. On the outskirts of the town there are two pilgrimage centres—Bom Jesus and Sameiro.

BARCELOS. The Church of the Madonna and the Chapel of 'Bom Jesus da Cruz' are noteworthy, and, among the old palaces, the Paço dos Duques, the 'Solar dos Pinheiros' and the 'Casa do Alferes' deserve special attention.

PONTE DE LIMA. With its very famous and beautiful bridge, after which the town is named, the façade of the Church of Misericordia, the hermitage of 'Correlhã,' and the famous Monumental Fountain merit inspection.

PONTE DA BARCA. The Church of the Madonna and the town pillory are two of the principal monuments.

CAMINHA. The Clock Tower and the many palaces of the old aristocracy (foremost among these the 'Casa dos Pitas') are the pride of Caminha.

MONÇÃO. The Castle, the Church of 'Santa Maria dos Anjos,' and the surrounding country where the Palace of Brejoeira and the Tower of the 'Lapela' should be visited.

FAMALICÃO. The Monastery of Landim and other places of interest.

OFIR. Just outside the Minho Province is the delightful seaside resort of OFIR. The visitor to the sunny coast will find select comfort and enjoyment at the Hotel of Ofir. The imperial beauty of the region harmonises with the unforgettable charm of northwestern Portugal.

For further information, consult the **CASA de PORTUGAL, London ; CASA de PORTUGAL, New York ; CASA de PORTUGAL, Paris ; SOLAR de PORTUGAL, Brussels ; CENTRO PORTUGUES DE INFORMACOES, Geneva ; CENTRO PORTUGUES DE INFORMACOES, Rome ; SECRETARIADO NACIONAL DA INFORMACAO, Lisbon.**

PORTUGAL TODAY

THE TRAVELLER IN PORTUGAL

By GORDON COOPER

Yan Casa de Portugal

ON THE ROAD TO ESTORIL : The camera looks along a stretch of the winding seaside road which runs from Lisbon to Estoril. At this point it is seen at Cascais. There are some ten seaside resorts in this locality. Away in the background, towards the left, is a fortress which marks the bar of the River Tagus.

IT was on my second visit to Portugal that I felt a growing interest in this country which is probably less known to Britons than any other in Western Europe. Subsequent journeys there have intensified my delight in this land of cork farms, rugged mountains, rolling plains, medieval towns, modern cities, and, not least, a coastline which is as exciting and stimulating as any I know.

Portugal, in fact, has a growing charm—a charm which is reflected in those books written by British residents and those travellers who have taken time to get below a superficial surface. Nor should you go there in any bigoted mood, such as that shown by George Borrow in his book *The Bible in Spain*. But, of course, bigots can find fault in every country, and they are never reliable guides.

Most journeys to Portugal start in Lisbon (Lisboa to the Portuguese), which is one of the most international and attractive capitals of the world. Certainly, seen from the broad River Tagus, it is one of the most beautiful cities. It is also a city of contrasts: magnificent main thoroughfares, luxurious hotels and shops, and the two-century-old poorer districts which lie between the cracks of the plush façade. My reason for stating the comparative modernity of the old portion is that although Lisbon was founded by the Romans, what you see to-day, as an old city, only dates from the aftermath of the Great Earthquake of November 1, 1755, which almost destroyed it.

There are in Lisbon, as in all capital cities, the usual starred sights which every newcomer is induced to visit. I often feel, however, that selective sightseeing can be more rewarding. Every experienced traveller has his own favourite corners to which he is happy to return, again and again. On this assumption, then, I start off my own little tour of Lisbon by first strolling along the 300-ft.-wide Avenida da Liberdade to the tall Pombal statue and the Edward VII Park (named after the visit of this monarch). This initial walk takes time, for along the Avenida there are attractive shops and enticing pavement cafés where one can sit, enjoy the sun and watch the milling passers-by.

I find the Edward VII Park one of the most delightful in Europe, not least because of its Estufa Fria, an enchanting slat-covered garden with all kinds of exotic plants.

IN THE CENTRAL PART OF PORTUGAL: The view is of Le built by Dinis (1279-1325), one of the first kings the great forest of Leiria, the timber of which was

It is one of my favourite travel corners anywhere. Fr this park it is not far to the fabulous Aviz (pronoun "Ah-veesh") Hotel, whose thirty-one bedrooms suites) are more or less permanently occupied by thir one international millionaires with heavy beards a glamorous secretaries. It is the epitome of elegance, four employees per guest, an exquisite cuisine, and correspondingly expensive. But while you may find difficult to make a reservation to stay there, yet it interesting to visit its tiny bar, which is hung w great shields of Portuguese explorations.

To return to our stroll. After an appetiser at Aviz, I seek out some small and often inexpensive r taurant where they specialise in *Bacalhau*, that typical delicious codfish dish—I can recommend the Flore restaurant, close to the Central Station ; or for those w like dressed crab there is the Restaurant Gambrin where it is perfect. After lunch, I meander through Rossio Square, then by way of the Rua Augusta, w its heaps of gold coins of every imaginable nationa and date exposed in the windows of the money-change to the famous Terreiro do Paço (Black Horse), one the largest and most beautiful squares in Europe.

Yan Casa de Port

A POPULAR RESORT : This is one of the beaches at the seaside resort of Estoril, which is situated west of capital. Mr. Cooper says that to most British visitors the main charm in Estoril is its lovely p avenue which leads up from the sea-front to the Casino and which offers a splendid display of flowe

the scene dominated by the castle, which was
ugal. He was also responsible for the sowing of
the first caravels of the Portuguese navigators.

Yan · Casa de Portugal

A TOURIST INN IN THE ESTRELLA MOUNTAINS: The Pousada de São Lourenço is one of several tourist inns built in selected spots where the visitor is assured of typical Portuguese food and hospitality. Ski-ing is possible in this area during the winter. Pousadas are built by the Government and allocated to private landlords.

This preliminary stroll concluded, my thoughts turn serious sightseeing: to the Coach Museum (the finest lection of coaches in the world), with short peeps at nearby Tower of Belem and the Convent of Jeronimos. m there, you might decide to continue by electric rail- to Estoril, one of the classic playgrounds of Europe, h its gambling, swimming, yachting, golf, and many er attractions. For my dinner I would certainly go to nearby Cascais, a picturesque fishing-port, where gard the celebrated Fim do Mundo ("End of the rld") as the best restaurant in Portugal—nor will the es shock you.

This potted—and, I must stress, purely individual—erary should be regarded as an eye-opener to Lisbon, with excursions it is perfectly easy to enjoy several s there using it as a base. (Some people may prefer lodge in Estoril, with its round-the-clock electric train vice to the capital, a journey of about thirty minutes.) ong these excursions I recommend those to Queluz d Sintra, to Alcobaça and Batalha; to Mafra, even ugh its enormous palace is surely the gloomiest in the rld, and to nearby Eriçeira, a delightful fishing village re one could even stay; to the Serra d'Arrabida; and, ther afield, to Evora, a quite remarkable city.

I must also mention Obidos, a walled, medieval town, with a delightful *pousada* (Government hotel), Nazaré, a colourful fishing port; Fatima, one of the outstanding pilgrimage centres in Europe; and Tomar, with its famous Convent of Christ. I cannot here go into guidebook details, but would recommend you to read *Introducing Portugal* (Methuen) and *A Fortnight in Portugal* (P. Marshall), both by Cedric Salter.

A few words about Estoril must be included. This Riviera-style resort is particularly attractive to anyone seeking winter sunshine with comfortable hotel accommodation and entertainment. The heart of this seaside town is the Casino with its roulette salon. The lowest unit of play is two-and-a-half escudos, about 7½d., so you can have a good deal of fun with a couple of pounds—and you might win! The restaurant and night-club inside the Casino are of the highest quality, but they are not cheap. To most British visitors, the main charm in Estoril is its lovely palm avenue which leads up from the sea-front to the Casino and which offers a splendid display of bright flowers. I would point out that the summer scene there is by far the liveliest. In winter there are few tourists, but Lisbon is close and offers constant distractions. Note that the beach is quite small, but there are good opportunities for bathing on the way to Cascais, and beyond, with a special mention for Guincho, famous, too, for its lobster restaurants.

Undoubtedly the best way of seeing Portugal is by car, and in a couple of weeks it is feasible to visit most of the places of interest. The main roads are excellent and, except in the vicinity of cities, are sparse of traffic. Over the long stretches across the southern plains it is comfortably possible to travel fast. The one defect is a paucity of hotels away from the main centres. Even Evora, a good-sized city, has only pension accommodation. There are, however, Government-owned *pousadas* situated at strategic points. I have visited several and found them first-class for comfort and cuisine.

Despite its long coastline, Portugal offers little in the way of seaside resorts. Apart from Estoril, Figueira da Foz is the only place that has a number of hotels—and these are crowded during the summer season. There are, however, some smaller places which I can recommend: Ofir, for instance, which lies about half-way between Oporto and Viana do Castelo, and Praia da Rocha, on the Algarve coast in the far south.

I find the Algarve to be a most attractive district. This is a province where you can still see many signs in the architecture of the one-time Moorish occupation, and it is famous in February for its pale pink almond blossom. Incidentally, as an indication of its warm winter climate, I have bathed there in early March, which is hardly feasible—in comfort, anyway—anywhere else in Europe at that time of year.

While the chief appeal of Praia da Rocha is its *dolce far niente* atmosphere, there are a couple of easy excursions into the surrounding countryside which are rewarding. The first of these is to Monchique, a group of mysterious-looking hills that rise abruptly from the surrounding plain to a height of nearly 3,000 ft. The second is to Cape Sagres and Cape St. Vincent. A possible third is along the coast towards the Spanish frontier, 75 miles to the east. In Northern Portugal there is Viana do Castelo, a "museum" town and particularly rich in medieval domestic architecture. It is also notable for its elaborate regional costumes, worn on feast days by the women. Close to this town is the luxurious Grand Hotel Santa Luiza, perched on a hill and offering a marvellous panoramic view of the coast. I am sure it would be pleasant to stay there for a few days.

Running inland from Viana do Castelo is the lovely valley of the Lima, which is scenically as attractive as anything I saw in Portugal. In the interior there is much variety for the traveller. There are, for instance, the Black Mountains of the Royal province of Braganza, where the scenery is as wild as anything in the Scottish Highlands. There are the vast, lonely plains of the Alemtejo. But for the most part the countryside is smiling and peaceful, emotionally undemanding and gay with flowers, brightly coloured shrubs and vines.

Portugal has always held a very special attraction for the British, but it is surely time that more of us made our way to this really attractive little country, for I am convinced it offers opportunities for a memorable holiday.

Yan Casa de Portugal

E EXTENSIVE BEACH AT PORTUGAL'S LARGEST SEASIDE RESORT: Figueira da Foz has many fine hotels, a Casino and many other attractions for visitors. It is situated on the estuary of the Mondego, a little less than half-way down the west coast. In the distance, on the left, is the fishing village of Buarcos.

For Further Information:

Portuguese Tourist Office, 20, *Regent Street, London, S.W.*1.
Portuguese Airways (T.A.P.), 19, *Regent Street, S.W.*1.
Estoril Bureau, 20, *Regent Street, S.W.*1.

Specialist Travel Agents for Portugal:

Allroutes, 68, *Park Lane, London, W.*1.
Horizon Holidays Ltd., 146, *Fleet Street, E.C.*4.

PORTUGAL TO-DAY

TABLE WINES OF PORTUGAL

By H. WARNER ALLEN

"IT strengthens while it gladdens," said Professor Saintsbury of port, and the phrase aptly describes the general character of the Portuguese table wines, several of them favourites with our ancestors, though to-day still something of a novelty in our glasses. They are as admirably adapted to the British taste in company with a meal as port, the supreme dessert wine, to its valediction. Natural wines, they leave to port the representation of Portugal in the exalted class of rare vintage wines, though many of them age very pleasantly. As a beverage they can claim a distinctive bouquet and flavour which marks them out from the ordinary run of table wines. Delicacy is hardly a quality to be looked for in wines from so hot a climate, but their great vinosity and generous body are softened in many cases by a silkiness of texture which gives their strength the delicacy of velvet. They are recommended by the combination of high quality with moderate prices.

Robust and full of flavour, the bigger red Portuguese table wines bear comparison in type with the French Rhône wines and the lighter ones with a good Beaujolais, but their bouquet and aroma is quite distinctive, due to the special native vines grown in a climate geographically determined by the universal proximity of mountains and ocean. The Torres and Estremadura wines can claim the recommendation of the Peninsular War veterans, who revelled in them when they held the lines of Torres Vedras. They brought back with them a taste for the Lisbon wines, Colares, for instance, which shares with Periquita from Setubal a distinction practically unique in Europe. Owing to the sandy soil the old native vines have defied the phylloxera, the root-destroying pest which compelled every wine region to graft its native vines on the inferior but immune American stocks—a procedure which affected grapes and wine.

For the first time in history interesting and attractive wines are emerging from a veritable Shangri-la of vineyards, the isolated mountainous region of the Dão inland between Coimbra and Oporto. A sprinkling of white grapes among the black in the pressing gives the Dão wines a brilliant ruby hue and Solomon described their special charm when he told of "the best wine . . . that goeth down sweetly." Their unusual suavity appears to be due to the presence of more than the ordinary dose of natural glycerine in the grape-juice. After eight or ten years they develop a bouquet and aroma such as one does not expect to find in a beverage wine.

Until quite recently the great Douro vineyards yielded nothing worthy of a wine-lover's attention but port. The natural wine which treatment with brandy and the alchemy of time transmuted into the great dessert wine, left to itself, lost all its sweetness in fermentation and became harsh and unpalatable. Scientific control has overcome the climatic conditions and excessive sugar content of the grapes responsible for the must fermenting too violently, and the region now produces most palatable table wines, all the more agreeable for a pleasant soupçon of the port flavour.

ON THE SLOPES OF THE DOURO REGION: The vines grow on the terraces which form an attractive pattern. Towards the left background are the buildings of the Quinta, or wine farm. The Douro vineyards nowadays produce the port for which they have long been famous and most palatable table wines.

A hundred years ago the supremacy of red port had not swamped the reputation of Portugal for first-class white wines. Wine labels and literature show that the white wine from the vineyards at Bucelas, near Lisbon, was exceedingly popular and well thought of. One authority describes it as "delicious, mellow and golden-coloured," and it was given the name of Lisbon hock, as its grape, the *arinto*, unquestionably a noble wine vine, was identified with the great German vine, the *Riesling*. One famous connoisseur writing in the '60's, whose judgment holds good to-day, hailed Bucelas as just the wine to go with fish for those who liked more strength and character than are to be found in the light German hocks, with the additional advantage that it had a flavour all its own to distinguish it from any Rhenish vintage.

PIPES OF PORT: Wine is loaded for shipment from the lodges of the firm of W. and J. Graham in Vila Nova de Gaia, Oporto. The buildings of the lodges have double roofs and double doors to preserve internal coolness.

The white Douro wines come as a complete novelty and they seem to provide exactly what the British wine-drinker asks of a white wine. They are innocent of that taint of sulphur which infects so many white table wines more highly priced, and are neither too sweet nor too dry. The sweetest of them, Grandjó, which the Ambassador the Marquis de Soveral used to press on his friend Edward VII, has too fine an aroma to cloy. Generally speaking, their full body, with a touch of the gun-flint savour so highly prized in wines grown like those of the Douro with a granite subsoil, gives them distinction worthy of the Côtes du Rhône. They can scarcely be accused, like Montrachet, of making "the veins swell like whipcord," but they are so substantial that one can chew the cud on their after-taste as contentedly as on that of some of the great white Burgundies. The white Dão wines unite these qualities with a lingering velvety impression which the Greeks might have described as "softer than sleep."

Though the renowned Moscatel of Setubal is a dessert and not a table wine, this summary would be woefully incomplete without mention of the most famous muscatel wine in the world, which for some unexplained reason has gone out of fashion in these islands. No dessert wine can compare with it for the delicious fresh fragrance of the muscatel grape, which overwhelms its sweetness in a cloud of subtle perfume.

The green wines from the extreme north of Portugal, so-called for the youthful fillip of their refreshing tang on the palate, with what the Italians prettily call a *frizzantino*, just the hint of a natural sparkle, are peculiarly delightful light wines and their charm is unique. Certainly their like is not to be found outside Portugal and the *rosé* wines are particularly pretty and seductive. These *vinhos verdes*, which contradict their name by being *rosé* and white, were the first of all Portuguese wines to be brought to these islands, but in the seventeenth century, after the long voyage in cask, they must have been mere shadows of their present-day selves.

Now they are imported in bottles of a traditional shape which, by their prettiness as well as their contents, make a special appeal to the fair sex, with corks tied down so that nothing of their effervescent freshness may be lost. Consequently, they are rather dearer than other Portuguese table wines. They owe their delicacy and invigorating stimulus to the licence of growth given to their vines in the north of the port country. There the pruning which brings the clusters of fruit into close proximity with the sun-baked soil to ripen quickly with the reverberated heat and make full and powerful wine, is restrained, and the grapes are grown on trellises high above the ground to mature more slowly.

In conclusion, a word should be said about the Portuguese sparkling wines made on the champagne system which the Portuguese are wise and honest enough not to call champagne. They are stout, dry vinous wines perfectly suited for the making of cups and cocktails which merely spell waste of wine and money when expensive champagne is used.

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SINTRA *Fascinating reminder of Glorious History*

UPON a rocky mount, leisurely protruding from a valley slowly diminishing into verdant plains stretching to the sea, the Palacio Pena reaches toward the sky. The Palace, reconstructed on the site of an ancient convent by King Ferdinand II, affords a magnificent view of the region. Under a furtive sun the languorous paths lead from the castle into the forest where the scented trees and flowers drop their leaves. Camellias, azaleas and rhododendrons embroider the lanes winding to the Valley of the Lakes. The presence of bamboo, gum and plane trees, warmed in the summer air, infuse the atmosphere with nostalgic, never-to-be-forgotten incense. The parks, the castles, and the moorish landscape will lure the visitor to this 'Glorious Garden of Eden,' as Lord Byron called it. Every pathway that strays into the enchantment of the forest leads to a discovery. One beckoning lane may lead to an ancient basin mantled with green. Another dwindles to a lonely chapel amid a field carpeted with soft violets. And yet another will expose a village with a quaintness, a particular music and peace. A further promenade culminates at the Alto Cruz, the highest point of the range, where all the countryside splendour unfolds. The region exudes a charm that is prevalent in all seasons, containing their own special wonders and nuances.

Sintra is actually composed of three villages : Sao Pedro de Sintra, resting on top of the hill; Santa Maria on the side of the hill; and Sintra at the bottom. The town of Sintra spreads its marvels from one side of the village to the other. The Royal Palace, the former residence of kings, proudly stands in aristocratic grace at the gateway of the city. The castle is today a museum, restored to its normal historical elegance with its prominent salons and precious antiques and furnishings. Renowned as the Paco de Sintra, the Palace is a wondrous mixture of Manueline, Gothic and Moorish architecture monumentally calm in its medieval beauty. The major construction has been based upon the ruins of the XIII century and a constant restoration until the XVI century reunited the grandeur of past history and legends.

Seteais is often considered as the most enticing secret and the pride of Sintra. In the XIII century, a Dutch diplomat planned the construction of the Seteais Palace, conceived with an harmonious sobriety. But a century or so later the lavish lords of Portugal, the Marialvas, added their exuberance and fantasy to vivify the handsome castle. The glorious colours of nature were gathered and displayed in countless numbers of ravishing flowers, while stylish and graceful gardens adorned the Palace grounds with their bright centre patches of green. The interior of the Palace has been redecorated by the finest designers of Portugal. Seteais, which in the last few years has been transformed into a sumptuous hotel, keeps its ancient beauty, expanding its incomparable elegance with pastel tones, fine carpetry and precious crystals.

Sintra and Seteais are nature's works of art and the great symbols of Portugal in its magnificent passage of history.

VILA DE SINTRA

Any Time....Holiday Time in ERICEIRA

THE little fishing village of Ericeira, 15 miles north-west of Sintra, is famous for its lobster and shrimp and other sea creatures living in a natural aquarium constructed by the ocean. The rocks have been carved and wedged out by the strokes of the hardy Atlantic, leaving a basin filled with curious wonders of sea life.

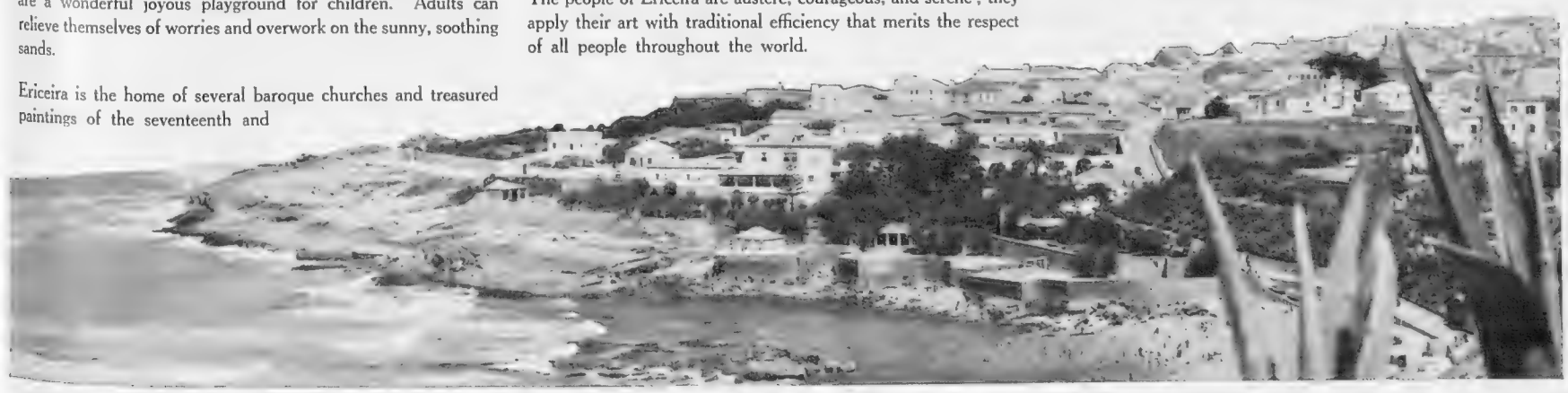
In direct communication with Lisbon by bus (only 28 miles away), the delights of the sandy beaches and the wide expanse are a wonderful joyous playground for children. Adults can relieve themselves of worries and overwork on the sunny, soothing sands.

Ericeira is the home of several baroque churches and treasured paintings of the seventeenth and eighteenth centuries. Near the cathedral, the local museum exhibits a collection of the region's lore.

The village is alive with the many colourful chores of the fishermen and their families. While the men go off to sea for greater game, the women, with baskets brimming with fresh fish, trundle to market and sell their wares. The young aspirants, muscular tanned boys who will soon be off to sea also, twine the fishing nets and repair the boats which will bring in the future catch. The people of Ericeira are austere, courageous, and serene ; they apply their art with traditional efficiency that merits the respect of all people throughout the world.

On the outskirts of the village lies the small picturesque chapel of São Sebastido, a curious structure which resembles a mosque. From the chapel, an extension of sand dunes and primitive desert strips stretches for miles.

For further information, consult the CASA de PORTUGAL, London ; CASA de PORTUGAL New York ; CASA de PORTUGAL, Paris ; SOLAR de PORTUGAL, Brussels ; CENTRO PORTUGUES DE INFORMACOES, Geneva ; CENTRO PORTUGUES DE INFORMACOES, Rome ; SECRETARIADO NACIONAL DA INFORMACAO, Lisbon.



MADEIRA

The Pearl of the ATLANTIC

PROUDLY sparkling in the blue Atlantic at a distance of 300 miles south-west of Lisbon and a little more than 24 hours by boat is the captivating island of Madeira. Blessed with a clear atmosphere and ideal year-round climate, the island is a holiday paradise for visitors from all over the world. Madeira abounds with rolling hills, bristling, vigorous vegetation and sun-filled vales, a glittering jewel of varied brilliance. Numerous varieties of fruit such as oranges, bananas, papayas, mangoes, grapes, sugar cane, guavas blend with the rapturous blaze of colourful flowers—hibiscus, wisteria, orchids, begonias, frangipanis, camellias, and jacarandas. The islanders are not only excellent cultivators but expert artists in embroidery and their lace filigree, remarkable for its patient workmanship, adorns the tables of grand mansions throughout the world. Tannery is another fitting occupation for the astounding artisans of Madeira. The costumes and dignity of the people are most strikingly displayed at festivals which occur at Funchal amid a bright array of dance, flowers and song.

A view of Funchal bay

A Magical Island of Dreams . . .

Madeira is complete with hotels, transportation and attractions arranged to delight the most inveterate voyager. First-class hotels take pride in their good taste and modern installations, and the exposition of the island is conducive to a wide assortment of sports such as fishing (tuna and barracuda), tennis, golf, swimming and mountain-climbing. Good deep-sea fishing and sea bathing are possible all-year round. The friendliness and joviality of the inhabitants inspire the graceful manners and festivities of the island.

Water ski-ing at Madeira

Madeira is just a few hours away from England by hydroplane from Southampton, and for those preferring a sea voyage a number of important steamship companies have a regular service to the island. One visit will verify the existence of a newly-found Garden of Eden. An excursion around the island will permit the visitor further to acquaint himself with the various aspects of Madeira—her civilisation and nature, and her diversity of happy people.

For further information, consult: CASA de PORTUGAL, London, New York and Paris; SOLAR de PORTUGAL, Brussels; CENTRO PORTUGUES DE INFORMACOES, Geneva and Rome; SECRETARIADO NACIONAL DA INFORMACAO, Lisbon.

CIDADE DO FUNCHAL

Raise your Christmas glass to Madeira Wines

Here's a bright way to make this year's Christmas different—and yourself the most popular person in the family.

Make it a Madeira wine Christmas!

There are Madeira wines for each occasion and they'll be a success with everyone.

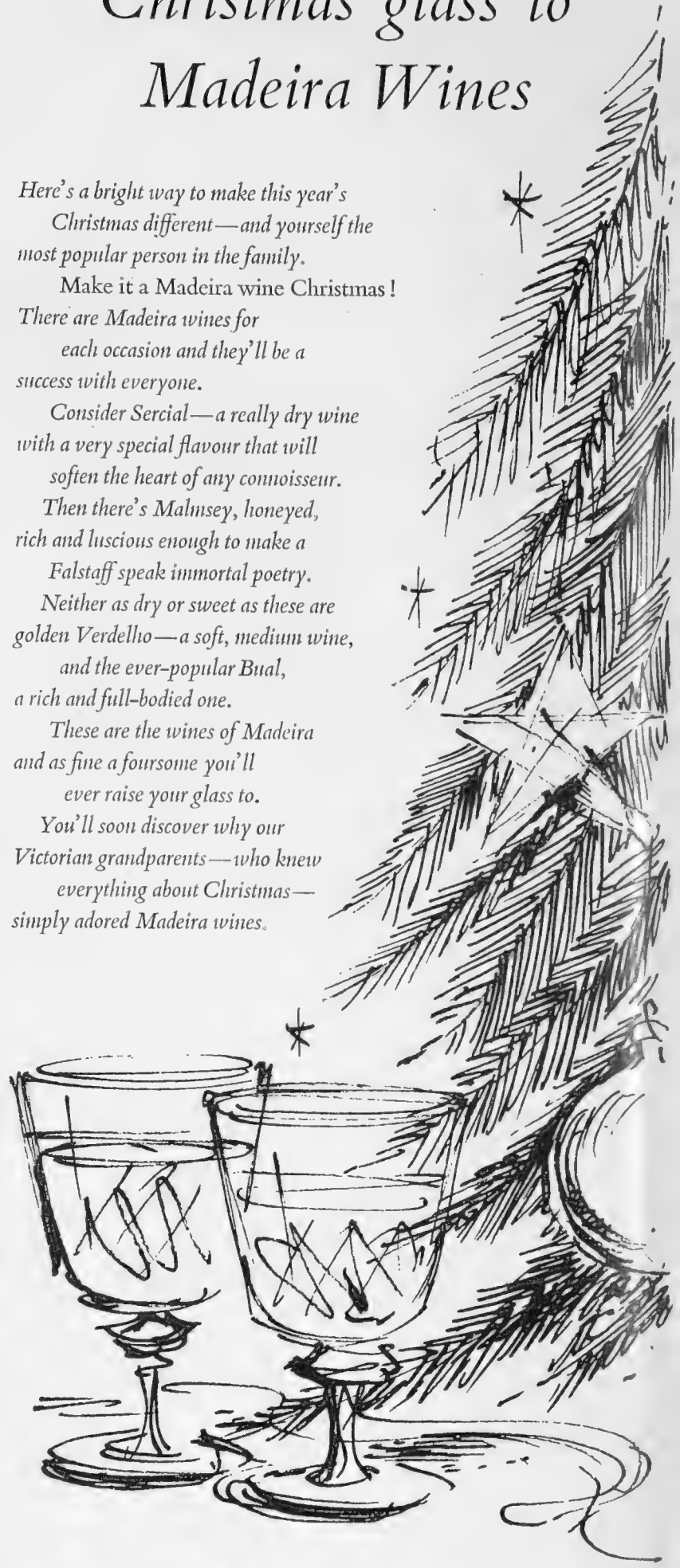
Consider Sercial—a really dry wine with a very special flavour that will soften the heart of any connoisseur.

Then there's Malmsey, honeyed, rich and luscious enough to make a Falstaff speak immortal poetry.

Neither as dry or sweet as these are golden Verdelho—a soft, medium wine, and the ever-popular Bual, a rich and full-bodied one.

These are the wines of Madeira and as fine a foursome you'll ever raise your glass to.

You'll soon discover why our Victorian grandparents—who knew everything about Christmas—simply adored Madeira wines.



Madeira Wine

—AS FINE AS WINE CAN BE

PORTUGAL—the world's leading producer of CORK in quantity and quality

DUE to the immense variety of products furnished by Portugal's vital industry and, above all, the special characteristics of Portuguese cork, about 500 factories containing 20,000 men operate with the most modern equipment and provisions capable of exploiting all the possibilities of this precious substance. Since there is no synthetic product possessing the qualities of cork, special cares are taken to prevent the destruction of the plants as well as the negligent handling of the broad strips of bark. The great cork trees of Portugal have always been a shrine of respect, and even from the time of King Dinis in the thirteenth century the wilful mutilation of the trees, which were later to give the livelihood to thousands of Portuguese men and women, was strictly forbidden and severe punishments were imposed on the transgressors. Throughout time the question has been minutely studied and to-day there are Government laws aimed at the conservation of the trees and helpful methods of exploitation geared towards the future. The outset of this unique production begins in the cork forest where the trees are carefully supervised. The early stages of the tree are as important as that of the baby years of a child. If the young years offer signs of healthy development then the tree will produce for a long period of time and give strips of fine-quality cork. In Portugal the trees are never peeled before twenty-five years of age. The first bark does not contain the essentials needed for true cork and this first peeling is soon ground into sawdust. The tree is allowed to ripen and ten years later the second stripping takes place and even then, the resulting cork is limited in its commercial use because of its immature age. When the tree reaches the age of forty to fifty, the cork of the tree is valued and distributed as a quality item ready for use in almost any endeavour employing cork. Every nine or ten years after, the cork taken from the trees is handled with extreme delicacy and laden on carts to be shipped to the many factories. The cork tree sheds its last bark between the age of 120 and 140 years and at that time old age withers the tree and it is left to repose until its death.

The contribution of the Experimental Station, 'Forestal do Sobreiro,' with its constant application of scientific research, has permitted the Portuguese Cork Industry to realise its full potential and reign as the leading producer of the world. At present Portugal produces almost one-half of the world's cork. Because of its elasticity, its total absorption of vibrations without affecting its property, cork is the foremost insulating device for sound and temperature. It is free from the attack of penetrating odours, reactive chemicals, or any liquid normally causing putrefaction Thus, cork is the principal item used in life-buoys, filtered cigarettes, the packing of fruits and eggs, insulations, sound-proofing, sporting equipment such as ping-pong paddles, fishing floaters and the handles of tennis rackets. The better wines and certainly the quality Champagnes utilise Portuguese cork of a mature age as cork stoppers. The perfume industry and governmental chemical plants have employed cork openers and have thoroughly been satisfied.

In 1951 the resources were in peril of a drastic reduction and the problem was immediately studied by the state organisation, la Junta Nacional de Cortico. The solution, which is under way at present, deals with measuring of quality and quantity of cork and its eventual use. A demarcation of quality has been set up and cork which goes into the making of Champagne corks and paper made from cork has had a higher price assessed than the raw material cork whose bulk is more important than its actual quality. Many factors to establish regulations have been taken in consideration, such as the trade conditions of transport, the usage, the sufficiency of the product over a number of years, the need of the particular country demanding cork.

Portugal is perhaps the only country in the world where the production of cork is suitable for mention. A superb composition of agricultural facility, ideal climate and skilled workers enable Portugal to continue ardently in her pursuit to supply the world's need for cork. With the extension of markets, totalling close to 100, cork accounts for 16 per cent. of the total income gained by the country every year through exportation.

Photo: YAN, CASA DE PORTUGAL

The great skill of stripping the cork demands dexterity and experience. The art is passed on from father to son with the trade secret of avoiding damage to the sheet of cork.

Thousands of tons of rosin leave the port of Lisbon each month destined for the far corners of the world. The packing and the loading of the barrels are carefully supervised.

THE PORTUGUESE RESIN INDUSTRY

—An Expanding Horizon

THE forests of Portugal are naturally rich in pine, and the sap residue of these trees enables the Portuguese to realise a production of rosin which normally goes to waste in many other countries. The pines in the central and northern woods of Portugal are producing rosin at a high present rate which places Portugal in the ranks with the United States, France, Greece and Spain. When distilled, the rosin is transformed quite easily into resin and then turpentine. Rosin substances are indispensable in the making of soap, varnishes, lubricants, pharmaceutical products, wax, dyes, etc. The inevitable problem of extracting and exploiting the possibilities in too rapid a time has had to be brought to order and controlled by the 'Junta Nacional dos Resinosos,' an organisation working hand-in-hand with governmental economical efforts. Twenty-one years after the creation of this organisation, the resin industry of Portugal is totally assured of its survival and the prospects of the future are splendid. Factories have sprung up in Salazar, Pombal, Viseu and the region of Oporto. The ports of Lisbon and Leixoes direct the product to Africa, Asia, Australia and America.

No rosin product can leave Portugal without the thorough examination conducted by the experts at Junta Nacional dos Resinosos. Here all samples are analysed, and, when deemed suitable for exportation, a certificate of guarantee is placed on the article as well as a permit of exportation. The packing of Portuguese products has always been a strong point, and rosin is no exception. The qualities of the rosin are categorised and the classification of quality is under rigorous control. Every year, the entire harvest of rosin is exported or used locally, and not one barrel is left from last year's gathering. The remarkable development of this product highlights another victory in Portuguese industry and gives the country an exceedingly high status in the production of rosin which twenty years ago had little, if any, result in the world market of that product.

The colourful, well-planned restaurant with its typical Portuguese murals and wrought iron panels, in the heart of London's theatreland, is the favourite rendezvous of those who enjoy light entertainment, leisure conversation and the finest of food. While one sips a cool drink from unrivalled cellars of Portuguese and Madeira wines, the soft strains of an accordion playing the haunting melodies of Portugal, blend harmoniously in this gay atmosphere.

THE BRAGANZA RESTAURANT

A BIT OF SUNNY PORTUGAL WITH HER FINE CUISINE AND WINES

The famed reputation of Portuguese dishes—deliciously prepared and elegantly served in style and comfort. An ideal dining spot before and after the theatre. The lounge bar where friends meet offers a congenial mood with before dinner and lunch cocktails. A glorious selection of wines is dedicated to good taste and better eating.

A TYPICAL MENU:

Caldo Verde—Delicious vegetable soup.

Liguado a Lisboeta—Sole stuffed with a filling of shrimps dipped in egg and breadcrumbs and fried.

Frango Piri-Piri—Roast chicken with piquant sauce made with Piri-Piri, garnished with pommes allumettes, rice and tomatoes.

Portuguese Patisseries—Pasteis de Belem, torte de Amendoas, etc.

FOR RESERVATIONS:
56/57 Frith Street, LONDON, W.I. **Telephone: GERrard 5412/6**

THE FRUIT OF PORTUGAL

BLOSSOM UNDER A RADIANT AND FAITHFUL SUN

The bottomless basket filled with colourful Fruit for every Season

PORTUGAL has all the assets desirable for a stable fruit industry. Her geographical situation and admixture of Mediterranean and Atlantic climate account for the wide variety of fruit grown and the half-million-ton annual production. The sun which hovers over Portugal the greater part of the year as well as the fertile soil interspersed throughout the country are chiefly responsible for the exceptional flavour and perfume arising from the exotic collection of fruit. It is not surprising that foreign countries such as Holland, France, Great Britain, Colombia, Union of South Africa, the Belgian Congo, the United States, Brazil and Equatorial Africa welcome the unique and appetising taste of fruit coming from Portuguese soil, since special pains are taken to assure the quality of each individual fruit. In 1934 the rules of 'Grémio do Comércio de Exportaçao de Fruitas' were published, based upon a decree set forth the year before demanding a structured organisation for the advancement and exportation of fruit and vegetables. The 'Grémio' is a co-operative organisation legally charging itself with the control of fruit and vegetable trade. Outside of the Algarve Province, under the control of the local 'Grémio,' the GCEF has a present-day inscription of members totalling 223 fruit exporters who have managed to export in 1956 16.067.975 lb. of dried fruit, 4.924.000 lb. of fresh fruit and 14.971.255 lb. of vegetables. Home consumption of local fruit is rather important, and the Portuguese are naturally the first to dispose of their luscious fruit. It has been estimated that in the last five years, the average amount of fresh fruit consumed by each Portuguese has been about 132 lb., which demonstrates a fruit-loving people. The traditional markets, particularly of grapes, melons and pineapples, centre around England, Germany and Brazil. The German trade has almost completely dropped off, while the British and Brazilian exportations have been of major concern.

To the north, in the enchanting Minho Province, the grape vine is the principal source of fruit production, combining with the culture of fruit trees such as apple, pear and cherry. Melons are often mixed in with corn patches and a few shadow-giving olive and orange trees are dispersed in this picturesque northern district. The grapes along the banks of the Douro sparkle in gem-like perfection and this is undoubtedly the king of Portuguese fruit. In the north-eastern part of the country, near the Traz-os-Montes region, almond trees have replaced deadened vines stricken by the scourge of the dreaded phylloxera. In the lower valleys olive trees flourish and their uneven distribution casts blue shadows along the green hillsides.

The fruit trees of the central part of Portugal are not as varied as the Minho Province. In the region that surrounds Lisbon, peach, pear and apple trees find an excellent home. Figs of exceptional quality are found in the vicinity of Torres Novas, while Algarve, among other things, supplies white figs. A little to the north the apple trees of Alcobaçao combine with the Lisbon and Douro region to rank with the Portuguese best. Where the Tage River flows amid plains and valleys, figs and olive trees line the left bank. The Ribatejo is rich in fruit trees and the centre of the Province, the melon is of considerable interest. In 1954, 764.564 lb. of melons were exported to the far corners of the earth. The melon and watermelon district is in the region of the Ribatejo at Almeirem. The melon season is short and the fruit must be skilfully handled by expert workers. Pharmaceutical products are made from Portuguese melons, high in fat, sugar and cellulose. Aperitives and desserts of quality come from the appetising fruit of Almeirem.

In the south, the Algarve Province reigns as the principal fruit centre with a diversity of soil compositions. The nostalgic countryside, where the almonds flower in the late winter months and the fig trees flaunt on the hills, shedding their blue shade, is a region of colourful pottery, white villages and happy people.

Since 1945, the State has occupied itself with the development of the orchards through a rational system of organised production. Great orchards of orange (particularly those of Sétubal), almond and carob trees, have been created under the direction of agronomy officials who have made important studies of land and climatic conditions. By the same token the quality of the fruit products are constantly ameliorated.

The pineapple coming from the Açores, especially from São Miguel, known as the Green Isle, has the unique privilege of being raised in hot-houses. By this special method the pineapple of São Miguel are often judged as the most succulent fruit on earth. The greenhouses are under the direct rays of the sun and throughout the island there are some 4000 of these houses. The climate is an all-important factor and the element of the soil cannot be considered negligible. The fruit of emperors to-day has become a fruit for everyone, thanks to the greater part of the São Miguel population working in the glasshouses of the pineapple industry.

Photo Yan, Casa de Portugal

Luscious pineapples from São Miguel

Bananas as well as grapes from Madeira must be mentioned with the Portuguese fruit exportation market. Dehydrated fruit, dried figs and prunes (the region of Elvas) and jellied fruits (Alcobaça) round out the major items of the fruit industry of Portugal.

For further information and documentation consult:
CASA DE PORTUGAL · 20 Lower Regent Street
LONDON, S.W.I

The Portuguese sun gives the

GRÉMIO DO COMÉRCIO DE EXPORTAÇÃO DE FRUTAS

varied fruits an exquisite flavour

"Portuguese advertisement photographs by Yan, Casa de Portugal and Secretariado Nacional de Informacao."

The great and distinctive table wines of PORTUGAL

A generosity of body and strength, agreeable bouquet of richness of flavour, is found in the red wines, enhanced by an exceptionally velvety texture; the white wines boast a discreet sweetness which does not cloy on the palate, and are peculiarly congenial to our climate and food. The Portuguese table wines are indeed great wines in their own right, and are truly distinctive.

RED Wines

In body and fullness of flavour, the bigger red Portuguese table wines are velvet-like and stand out as the best, but the lighter ones are delicate and quite inimitable. Their unusual suavity and aroma lends these fragrant red wines of Portugal a character and individual charm of their very own . . . they are highly recommended and can be purchased now in the United Kingdom.

Wines of the Douro:
These big, full-bodied red wines have a fine ruby colour and are remarkably soft.

Wines of the Dão:
Robust, virile, and make excellent drinking while young.

Wines of Colares:
Carefully supervised; aged in the cask and bottle; are full round wines of outstanding aroma and palate. The excellent qualities of these characteristic wines meet the demands of those who prefer full maturity.

GREEN Wines

The " green " wines from the north of Portugal owe their name not to colour, but to a delightful, slightly acidulous freshness and both white and *rosé* *vinhos verdes* are available. The slight prickle of a natural sparkle gives them a peculiar charm and it would be hard to find a lighter and gayer wine to accompany a merry supper or *alfresco* meal. You should ask your wine merchant for *Vinho Verde*—red or white.

WHITE Wines

Delicious, mellow and golden coloured, these wonderful white wines of Portugal can be served with pleasure by all who would normally prefer lighter wines from the dry to the medium-sweet and sweet. The following deserve to grace your palate, and likewise are now obtainable in the United Kingdom.

Dry White Wines:
Clean, fresh and absolutely dry wines. Especially good with fish. They come from the Douro, Dão and Setúbal regions.

Medium Sweet Wines:
Slightly sweet wines without the cloying quality sometimes associated with low-priced wines of this kind. They come from the Douro and Setúbal.

Sweet Wines:
Wines of delicate fragrance from the Douro, Estremadura and Setúbal. Others as the " liquorous " Muscatel of Setúbal and the Carcavelos have subtle perfume and are indicated as dessert wines.

FULL INFORMATION FROM: CASA DE PORTUGAL · 20 LOWER REGENT STREET · LONDON · S.W.1

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